

Navy News

MARCH 1975

5p

R.N.'s SKI-ING SUCCESS

As a change from sliding down the side of ocean waves, Lieut. Andrew Baird's recreational skill is devoted to dashing activities on the ski slopes.

This exciting shot was taken at the Inter-Services skiing championships at Obertauern, Austria, in which Lieut. Baird won the combined individual trophy.



More harvest than cropping

Exchanging their cameras for a comb and a pair of scissors, H.M.S. Neptune's two phot. Wrens, Veronica Evans and Jane Burridge, found some rather hirsute victims "hiding" on board the Dutch Navy ship Snellius, at Faslane.

The Snellius is used as the accommodation ship for the Netherlands submariners when they are operating from the Clyde Submarine Base.

Question of cost

As the White Paper was being written, Defence VIPs (including the Defence Minister, Mr. Roy Mason, and the Navy Minister) were still being shown the Harrier capabilities. Subsequent guarded official statements gave a cliff-hanger atmosphere to the whole business.

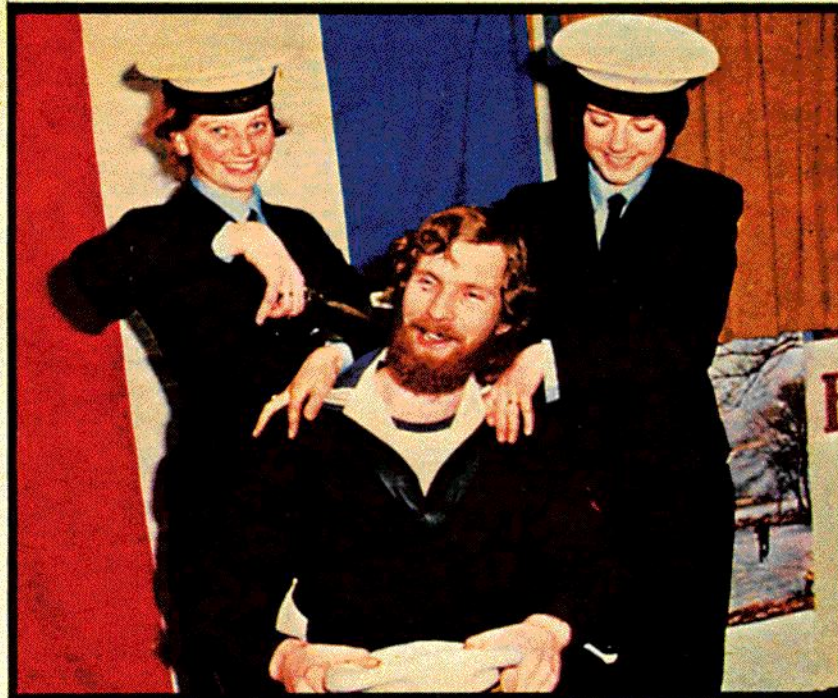
It is heartening, however, that public awareness should be so acute on the effect of economies on the Fleet.

A flurry of "Dad's Navy" headlines was an unflattering reaction to the immediate plans for protection of North Sea oil rigs — the interim use of a wartime tug and a fishery protection vessel.

The Navy Minister has, however, carefully spelled out that while terrorist attack may be prominent in thought, a more worrying problem in many ways is that of accidental damage.

In the event of any kind of danger, the Royal Navy has general purpose warships and Royal Marine

(Continued on page 48)



Reunion holiday blow—and hope

Within a few days of flying out to join their husbands overseas for a reunion holiday, dozens of naval wives had to be disappointed due to a ship's change of programme.

There was no charter arrangement, the wives having bought their tickets individually, and travel agents had to deal with last-minute cancellations.

The Service authorities deeply regret that the circumstances made the reunion so unlikely that the wives were advised not to go.

"I had paid out more than £200," said one wife to Navy News, "but the travel agents have been very good. This is borne out by what I have been told by other wives."

"The agents are getting as much as they can in refunds, and I have heard that every effort is to be made officially, to make up any financial loss."

Fortunately the ship may soon return to U.K. waters, and the wives have accepted the situation stoically as "one of those things."

"I don't mind so much," one of them said, "but it has been very disappointing for the children."

Unhappily the soaring price of air travel has in some cases doubled the fares, placing reunion holidays beyond the financial reach of many naval families.

The effects are a double disappointment — to the families and to the Navy's efforts to ease separation.

Now, the Commander-in-Chief Fleet (Admiral Sir Terence Lewin) has announced that consideration is being given to a plan for naval wives to get a subsidised ticket to an overseas port in the middle of a nine-month voyage (usually the longest spell away from home).

The proposals involve discussions between all three Services, though the outcome will be of particular importance to the Navy.

Homeward

The ice-patrol ship, H.M.S. Endurance, is returning home on March 20

This is one of a series of spectacular shots taken in the Neumayer and Le Maire channels, where the colour of the icebergs, ship and mountains was mirrored in the calm sea.

(See also page 35)



PANCAKES AT PEMBROKE

One in the eye on Shrove Tuesday for Leading Writer John Reilly, of H.M. submarine Dreadnought, which is refitting at Chatham. Occasion was the pancake race held annually on the parade ground of H.M.S. Pembroke.

The submarine's team of ten (including a W.R.N.S. third officer to meet the race requirement that a woman must be included) were declared the winners — despite Leading Writer's Reilly's apparent mishap.

Photo: Les Warr.



FLAG OFFICER...

... Royal Yachts

Capt. H. P. Janion, who since 1973 has been commanding officer of H.M.S. Bristol, is to be promoted rear-admiral on July 7 and to be Flag Officer Royal Yachts in September.

During the war he served on convoy duties, took part in combined ops. and was present at the Allied landings in Sicily and Italy. Later he served in four aircraft carriers, and commanded H.M.S. Jewel in the Dartmouth Training Squadron.

Another command was H.M.S. Aurora, and in 1972 he joined the staff of the Commander-in-Chief Fleet as Captain of the Fleet.

Earlier this year he was appointed aide de camp to the Queen.

More appointments on page 20.

... Portsmouth

From February 1 the responsibilities for the duties of the Flag Officer Portsmouth Area were transferred from the Commander-in-Chief Naval Home Command to the Flag Officer Spithead, who has been redesignated Flag Officer, Portsmouth.

R.N.R. Commodore

Capt. A. L. C. Wilkinson is to become one of the Royal Naval Reserve's two commodores when he is promoted in July to the highest rank an R.N.R. officer can attain.

Capt. Wilkinson is commanding officer of H.M.S. Calliope, Tyne Division of the R.N.R., and has commanded the Reserve's minesweeping squadron in Royal Navy and NATO exercises.

SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

W. D. Lamb. POEL. H.M.S. Zulu. At present based at Rosyth. Expected to deploy to W. Indies. Will exchange for any Portsmouth-based ship.

C. Robertson. AB(S). H.M.S. Salisbury (Plymouth based). Expected to sail for East of Suez. April. Will exchange for Portsmouth-based ship or establishment.

E. A. Coward. MEMI. (SH/D). H.M.S. Phoenix. NBCC School. Detailed Maidstone, May 6 to October 7. Will exchange for Portsmouth shore base.

N. F. Gilling. ROIG. H.M.S. Hecla. Refitting at Devonport. Will exchange for any Portsmouth or Chatham based ship.

T. Richardson. SWD. 35. Stamford Close, Hooe, Plymouth. Being drafted to H.M.S. Collingwood, March. Will exchange for any Devonport or Rosyth-based ship or shore base.

M. W. Bird. POREL. 3EA2 Mess. H.M.S. Ark Royal. Devonport based. Will exchange for any Portsmouth-based ship.

G. W. Green. MEMI. Portsmouth FMG. Detailed H.M.S. Sultan June 23 for JBD and to join H.M.S. Llandaff (Chatham based) August 4. Sea Service. Will exchange for any ship based at Rosyth.

P. Todd. ABS. H.M.S. Juno. Detailed H.M.S. Penelope June 4. Will exchange for any ship going to the Far East.

W. Trevell. MEMI(AMC). H.M.S. Eastbourne. Rosyth based. Will exchange for any ship on foreign sea service, preferably Portsmouth or Chatham based.

A. Mannall. LOEM. G1-8 Cabin. H.M.S. Sultan. Detailed H.M.S. Yarmouth (Rosyth based), May 19. Will exchange for any ship or shore base in Portsmouth or Chatham areas.

I. Williams. POAF(A/E). 6E Mess. H.M.S. Ark Royal. Detailed H.M.S. Dardanelus April 19 for shore base service. Will exchange for H.M.S. Seahawk or H.M.S. Heron.

K. A. Brown. LMH. Dental clinic, H.M.S. Ark Royal. Will exchange for any sea-going ship (non-carrier). Dental draft or otherwise.

D. Ottery. LMEM. H.M.S. Fife. Refitting shortly at Portsmouth. Will exchange for any Scottish shore base, or based ship in refit.

G. Harris. REMI. H.M.S. Berwick. Detailed for Whitehall for two months, then H.M.S. Rooke (married accompanied) for 14 months. Will exchange for Chatham or Devonport-based frigate, preferably one going foreign. Chatham or Devonport shore base considered. Replies to 5, Rectory Road, Hounslow, Middx.

J. H. Yeoman. OEMN2. H.M.S. Zulu (Base, Rosyth). Expected to deploy to West Indies. Will exchange for any Devonport-based ship.

G. C. Reid. MEMI (AMC). 3D2 Mess. H.M.S. Tiger. Expected to refit. Will exchange for any small ship deploying to West Indies.

N. Sherwood. LOEM. CHK Mess. H.M.S. Collingwood. Detailed H.M.S. Ark Royal, July 23. Will exchange for sea-going frigate, not Plymouth based.

B. Price. REA2. Whitehall Comcen, Old Admiralty Building. Will exchange for any Plymouth-based ship or west country establishment.

E. Bekker. RO2(G). H.M.S. Centurion. Detailed H.M.S. Arrow, building in Glasgow, May 16. Will exchange for any Portsmouth based ship.

B. McIlmurray. MEMI. 3F Mess. H.M.S. Torquay. H.S.S. Expected to enter refit at Portsmouth shortly. Will swap for G.S.C. frigate. West Indies or Far East preferred.

P. J. S. Mill. Local A/CPOCAT. H.M.S. Ashanti. Detailed H.M.S. Excellent, early April. Urgently requires exchange to Devonport area.

R. M. Whiteside. REMI. H.M.S. Excellent (Ext. 5186). Detailed H.M.S. Tiger. Due for long refit at Portsmouth. Will exchange for small ship going Far East or any sea-going ship.

R. Atkin. MA. 11 Mess. H.M.S. Rooke, B.F.P.O. 163. Will exchange for any shore establishment in Plymouth or Portsmouth.

Drafty and the Welfare

There is a fairly wide cross-section of uninformed opinion who tend to look down their noses a bit at "Welfare cases" — the phrase has a ring about it implying rather weak people who can't cope.

Furthermore, those who have not got welfare problems of their own must be aware that the existence of a group of people who have got such problems and who cannot be drafted because of them must inevitably affect their own drafting pattern.

It is indeed true that there tends to be, at the head of the queue for sea,

a group of people who are "undraftable" for welfare reasons.

To those who think that people whose drafts are stopped for welfare reasons are skrimshankers by definition, Drafty would welcome the opportunity to give a very sharp answer.

If the critics could sit beside either the Captain Naval Drafting or his deputy every morning and with them go through the daily pile of signals about all aspects of drafting (and it is indeed the case that the bosses read all the

DRAFTY'S CORNER

signals) they would be appalled at the amount of genuine hardship which is reported every day.

Drafty sees signals on welfare matters and on medical matters, both as they affect the men he drafts and their dependents.

He is not, however, a welfare authority. In other words, it is not entirely Drafty's decision as to whether a draft should be amended by virtue of welfare circumstances. Ships and establishments having men with welfare problems report these to the appropriate welfare authority, and these authorities look into the facts of the cases and recommend to Drafty what they think should be done about it. They categorise their recommendations.

Sometimes they report that it is essential that a man's draft should be changed for welfare reasons. Sometimes they report it as "highly desirable" that this should be done. In effect, Drafty does his level best to treat both of these degrees of recommendation as a "must," and he also does the best he can to respond to any lower category of recommendation too.

Liaison

All reports are dealt with as sympathetically as possible consonant with realism, because Drafty has a duty to protect the interests not only of the man with a genuine welfare problem, but also the interests of the man without one.

Although he is not a welfare authority, Drafty has on his staff a family welfare liaison officer — a retired commander of very considerable experience. It is this officer's job to ensure that the closest possible liaison is maintained between the welfare authorities and the individual drafting officers.

He acts as a channel between the two to ensure that no point affecting any case is missed by either side.

Unhappily, there are serious and prolonged welfare cases in which the question of whether or not the man concerned should stay in the Navy must be faced. If somebody is genuinely going to be undraftable for a very long time he may well have to recognise that the Navy, an essentially mobile Service, is not the right place for him.

Tribute

Fortunately, such cases are rare and it is much more normal for a man to need the help of the Welfare organisation for a comparatively short time.

Drafty welcomes this opportunity of paying tribute to the welfare authorities who have his unqualified respect. They may sometimes be sniped at but, in Drafty's experience, the shots are invariably fired by those who for some reason or another have been unaware of the full circumstances of a case.

"Well somebody's gotta go — and you did say he shouldn't . . . !"



General's visit to Ganges

Major-General P. J. N. Ward, the General Officer Commanding London District and Major-General Commanding the Household Division, inspected members of the draft recruitment at a passing-out parade during his visit to H.M.S. Ganges, the Navy's new entry training establishment at Shotley Gate, Ipswich.

OH! BROTHER

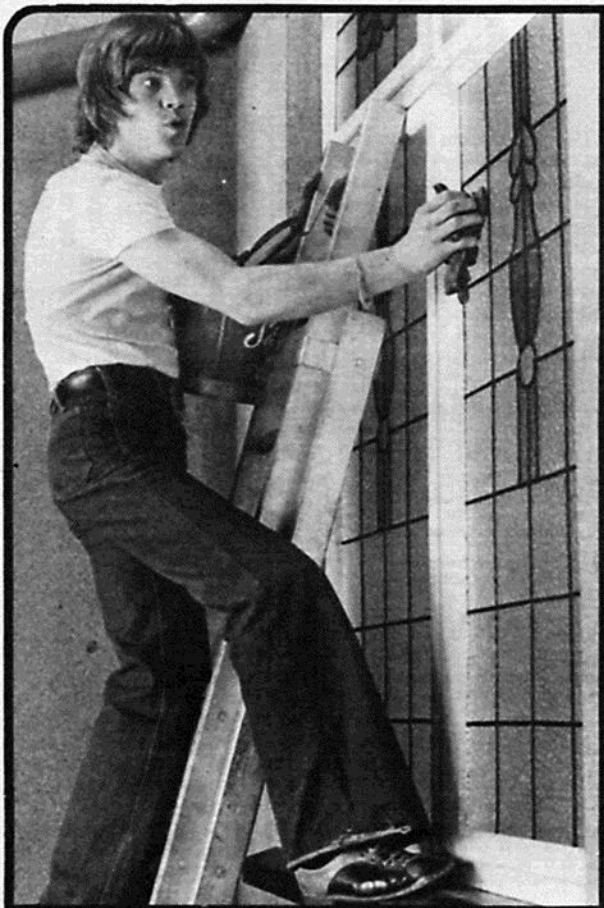
Beside H.M.S. Norfolk, Mechanician Roger Mould greets brother Mechanician Peter Mould, whom he relieved in the guided missile destroyer. "An absolute coincidence, one is told," reports the Norfolk, "or did Drafty have a sense of humour?"

Roger has served 13 years, including a spell in H.M.S. Hermes, while Peter's 14 years' service have included drafts to H.M. ships Ark Royal and London.



FILMS FOR THE FLEET

Prepare for a few shocks . . .



Thrills galore, brought to the screen by such shock tacticians as Charles Bronson and Donald Pleasence, are packaged in the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Four out of the six films on the list have the "thriller" tag, including one in which the wispy Twiggy is cast in her unlikeliest and meatiest role to date — as a terrorized wife.

Here is the list:

11. Harrow House — Charles Grodin, Candice Bergen. Comedy thriller about a brilliantly ingenious diamond robbery, carried out by amateurs, that is both exciting and hilariously funny. No. 278. Fox-Rank.

Mr. Majestyk — Charles Bronson, Al Lettieri, Linda Cristal. A melon farmer has a few problems when harvesting time arrives and he finds himself in the local jail with a vicious syndicate killer awaiting trial. No. 279. United Artists.

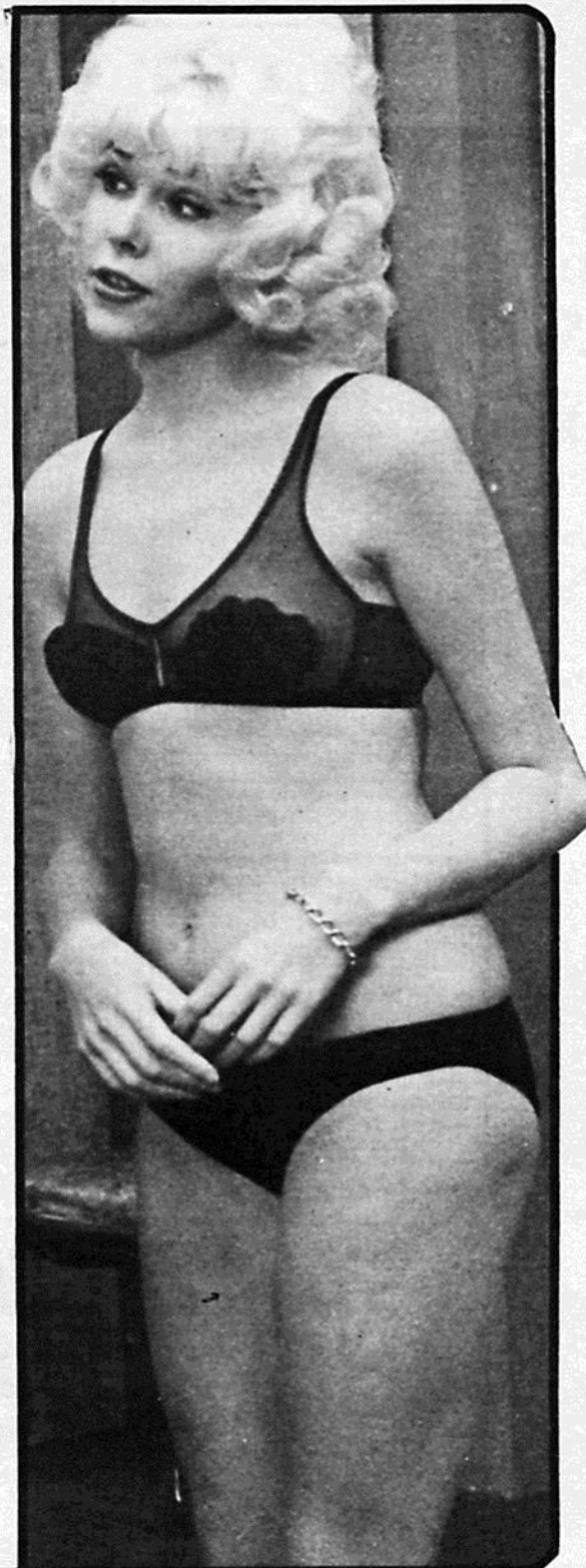
The Black Windmill — Michael Caine, Donald Pleasence. The schoolboy son of a British agent investigating an international arms syndicate is kidnapped. What follows involves the agent in a fight for his son, his marriage, his integrity and his life. No. 280. CIC.

W — Twiggy, Michael Witney. A series of strange occurrences reminds Katie Lewis of her sadistic husband, William, who was convicted of her murder when she ran away from him and disappeared. No. 281. Nationwide.

For soccer fans, a 90-minute colour film of the 1974 World Cup entitled *Heading for Glory* is now available, distributed in the United Kingdom by Viscom Sales Ltd.

Thunderbolt and Lightfoot — Clint Eastwood, Jeff Bridges, George Kennedy. Fugitive bank robber John "Thunderbolt" Doherty, hunted by his former partners-in-crime who believe he has pocketed the proceeds from their last bank raid, is rescued from the pursuing gang by a car-stealing young adventurer named Lightfoot. The two men team up. No. 282. United Artists.

Dead Cert — Scott Antony, Judi Dench. The story of a racetrack dope gang whose activities lead to murder. The outdoor locations and splendid horses make this film relaxing and enjoyable, as well as thrilling. No. 283. United Artists.



WHAT THE WINDOW-CLEANER SAW!

Business is looking up for Timothy Lea (Robin Askwith), who has a job with prospects in view — and the prospects are by no means on the career ladder in "Confessions of a Window Cleaner," on the way to Fleet cinemas shortly. Timothy gives such a polished performance that most of his

customers see through his motives, including Ingrid (Anita Graham, right), a Swedish au pair who tries to teach him Yoga. A succession of other beauties gets him all steamed up but all is gradually revealed before he finally throws in the sponge.

Hold on a minute, there's someone on the line

In a mid-Atlantic search and rescue competition between helicopter crews from H.M.S. Ark

Royal, H.M.S. Hampshire and the R.F.A. Resource, the first place was lifted by B Crew from the carrier's S.A.R. flight.

The contest involved precision winching, a simulated "man overboard" and a high-line transfer, the difficult process by which casualties can be lifted from the bottom of cliffs or tall buildings without bringing the helicopter dangerously close to the obstacle.

Final score was: Ark Royal S.A.R. B 482½ points; Resource 477; Ark Royal S.A.R. A 385; Hampshire 368½; Ark Royal 824 Squadron B 365; 824 Squadron A 313.

Winning crew members were Lieut

David George (pilot), POACM Terry Short and LACM Paul Hope.

Two weeks later the Chairman of the U.S. Joint Chiefs of Staff Committee, General George S. Brown, visited the Ark Royal accompanied by other American Service chiefs.

During their visit they were shown how the Ark and other R.N. ships make use of the facilities on the Atlantic Fleet Weapon Range.

After crossing the Atlantic the Ark spent the week-end at the U.S. naval base of Roosevelt Roads, Puerto Rico, with H.M.S. Hampshire and R.F.A.s Lyness and Resource.

The following week was spent on the range before anchoring at the island of Virgin Gorda for banyans.

FROM BELLY DANCE TO HIGHLAND FLING

Two months after her arrival back in the U.K. from the Middle East, H.M.S. Abdiel returned to duty in home waters, having been "dead" to allow most of the ship's company to take outstanding leave. Those who had been at Suez for the whole of Operation Rheostat — clearing the canal of war debris — were allowed 57 days.

Under her captain, Cdr. D. C. W. Elliott, the ship sailed in a blizzard from Rosyth bound for the Clyde, where her primary role was to lay mines for Exercise Highland Fling, a far cry from her Suez Canal duties of minehunter support.

As well as H.M.S. Wakeful, other forces taking part in the exercise were nine coastal minesweepers and mine-

hunters from both the Royal Navy and the United States Navy based at Prestwick and Machrihanish.

Aim of the exercise, directed by Commodore Clyde (Commodore A. J. Cooke) from his Faslane H.Q., was to practise mine countermeasures operations in the channels between the North-West Approaches and the Clyde ports.

After the minelay H.M.S. Abdiel acted as air control ship for a squadron of U.S.N. minesweeping helicopters deployed from Charleston, South Carolina — which meant that the ship was operating with the same U.S.N. personnel who had been with her at Suez.

Later the Abdiel returned to Rosyth for a much-needed two-month docking and maintenance period.

A Sea King of H.M.S. Ark Royal's 824 Squadron demonstrates the high-line transfer, a manoeuvre used when operating near cliffs or similar obstacles, during a mid-Atlantic search and rescue competition. Another of the competing ships, H.M.S. Hampshire, steams past.



NAVY COOKS UP SOMETHING GOOD AND...

Fisleigh strikes gold

The Wardroom section of the Royal Navy's U.K. cookery competition has been won by the cooks of Fisleigh, the name given to the combined H.M.S. Fisgard and H.M.S. Raleigh wardroom at Torpoint. In addition, Fisleigh became the Cookery and Food Association's top naval establishment when the

wardroom galley cooks there gained the association's gold medal.

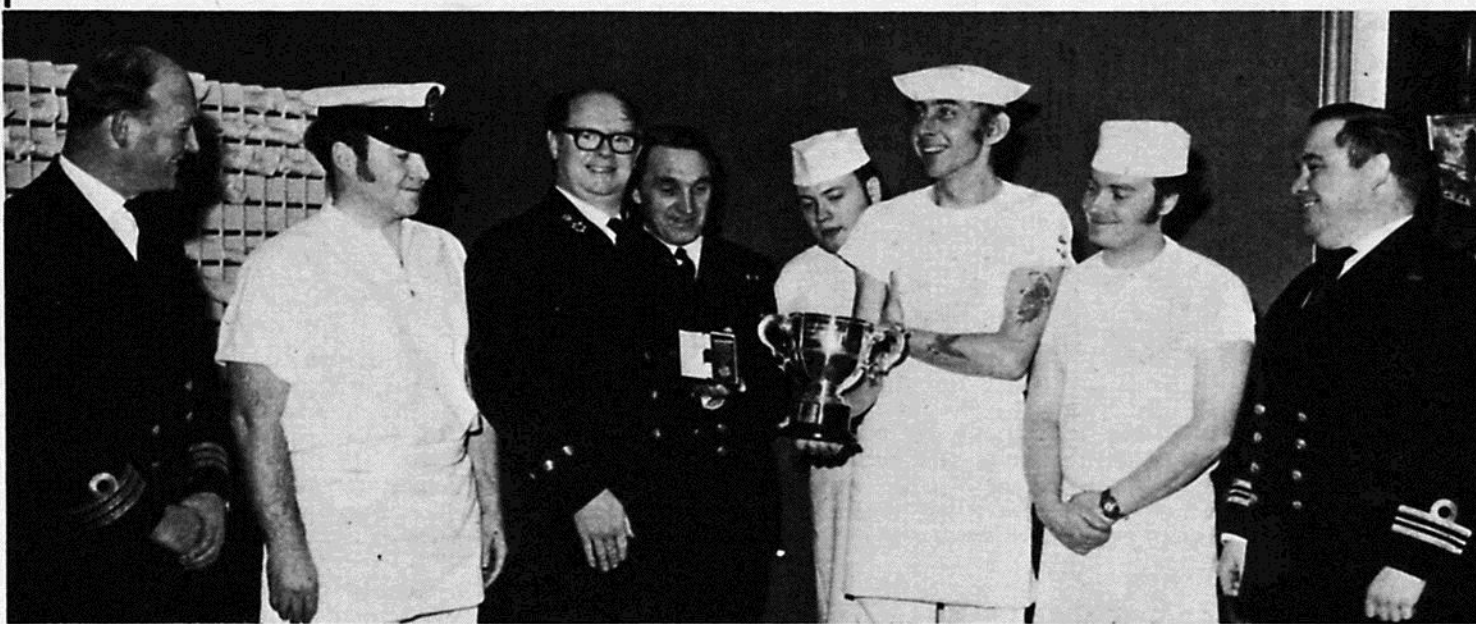
Organised firstly on an area basis, the Navy contest had sections for both wardrooms and general messes and was open to all U.K. shore establishments, including Royal Marines.

Qualifiers for the Wardroom section finals were H.M.S. Pembroke and H.M.S. Dolphin (Portsmouth area), H.M.S. Lochinvar (Scotland) and Fisleigh (Plymouth). General mess section finalists were H.M.S. Sultan and H.M.S. Collingwood (Portsmouth), H.M.S. Cochrane (Scotland) and H.M.S. Drake (Plymouth), with Sultan proving eventual winners, as previously reported.

For the Cookery and Food Association's medals, marks gained in the Area contests were taken into consideration as well as the finals results, giving Fisleigh the gold, Sultan the silver and Pembroke the bronze.

In the picture (above left) the Fisleigh wardroom galley cooks display their trophies, with Cdr. J. R. Redman (supply officer) and Lieut.-Cdr. C. H. Hobson (deputy supply officer) looking on.

The cup had been presented by Fisgard's commanding officer (Capt. P. G. Wigney) to CPO Cook Jim Lyall (third from left).



The latest commissioning forecast details are as follows:

MARCH

SIRIUS (GP Frigate). March 10. Starting date for LRP at Devonport. Shore service.
JAGUAR (AA Frigate). March 14. (Tentative). Completes refit for SB Squadron.

APRIL

BRINTON (CMH). April 1. ER complement at Chatham. Shore service.
HERMIONE (GP Frigate). April 1. Base port changes to Devonport.

MAY

RHYL (A/S Frigate). May 19. Pays off for refit at Gibraltar. Ship's company transfer to Brighton.

Commissioning forecast

CUXTON (CMS). May. Trials crew at Rosyth prior to joining Fishery Protection Squadron.
BRIGHTON (A/S Frigate). May 16. Commissions at Gibraltar with ship's company from H.M.S. Rhyll. Sea Service (E).

JUNE

NAIAD (GP Frigate). June 20. Commissions at Devonport. Captain's command. Sea Service (E).
GAVINTON (CMH). June 30. ER complement at Gibraltar.

JULY

DIDO (GP Frigate). July 7. LRP at Devonport.

SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before the final manning date.

OBERON. At Portsmouth. Final manning date May 26, 1975. Joins SM 1.

WALRUS. At Rosyth. Final manning date July 4, 1975. Joins SM 3.

ORPHEUS. At Devonport. Final manning date July 11, 1975. Joins SM 1.

CHURCHILL. At Chatham. Final manning date September 22, 1975.

OPPORTUNE. At Devonport. Final manning date February 6, 1976. Joins SM 1.

SEALION. At Portsmouth. Final manning date, February 9, 1976. Joins SM 1.

DREADNOUGHT. At Chatham. Final manning date May 6, 1976.

PORPOISE. At Portsmouth. Final manning date May 28, 1976. Joins SM 3.

Repair work in Mauritius

Royal Navy personnel were among those helping to repair the damage after a cyclone struck the sunshine isle of Mauritius in the Indian Ocean.

Eight people are thought to have died in the storm and about a thousand were made homeless. For a time there was no running water or electricity.



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DECEMBER

MINERVA (GP Frigate). December 1. LRP at Chatham. Shore service.
EURYALUS (GP Frigate). December 5. Commissions at Devonport for Sea Service.
AURORA (GP Frigate). December 19. (Tentative). Commissions at Chatham for Sea Service.

JANUARY, 1976

LONDONDERRY (A/S Frigate). January (Tentative). Commences major refit at Rosyth. Shore Service.

AUGUST

LINCOLN (AD Frigate). August 8. (Tentative). Completes refit for SB Squadron.
CUXTON (CMS). August 8. (Tentative). Completion for Fishery Protection Squadron. Sea service.

SEPTEMBER

BOSSINGTON (CMH). September 5. Commissions at Gibraltar. Sea Service.
L'INX (AA Frigate). September 12. (Tentative). Completes refit for SB Squadron.

OCTOBER

HECATE (Survey ship). October. LRP at Devonport.
LONDON (GM Destroyer). October 17. Commissions at Portsmouth for Sea Service (W).
CLEOPATRA (GP Frigate). October 31. Commissions at Devonport for Sea Service. Captain's Command with full staff.
RHYL (A/S Frigate). October 24. Commissions at Gibraltar with ship's company from Jupiter. Sea Service.

NOVEMBER

ARGONAUT (GP Frigate). November 10. LRP at Devonport. Shore service.
JUPITER (GP Frigate). November 3. Pays off for refit at Gibraltar. Ship's company transfer to H.M.S. Rhyll.

FEBRUARY

JUPITER (GP Frigate). March. Commissions at Gibraltar with ship's company from H.M.S. Scylla. Sea Service. Captain's command with full staff.

APRIL

SCYLLA (GP Frigate). April. Pays off for refit at Gibraltar. Ship's company transfer to H.M.S. Jupiter.
GAVINTON (CMH). Commissions at Gibraltar for 1st MCM Squadron. Sea Service.

MAY

JUNO (GP Frigate). May 3. LRP at Portsmouth.

JUNE

Nil.

JULY

DANAE (GP Frigate). July 5. LRP at Devonport.

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An examination for Scholarships of up to £600 per annum for boys under 14 on 1st September will take place in May. Naval Scholarships for boys interested in joining the Navy also available. Leaving Exhibitions to Oxford and Cambridge.

Prospectus from the Headmaster

LOUIS INTERNATIONAL

17 ARUNDEL STREET PORTSMOUTH
(NEAR MECCA BALLROOM)
AND ALSO PLYMOUTH AND DEVONPORT

THE WANDERING WARRIOR

Varied role for Tribal leader

Life is a mixed bag for H.M.S. Ashanti, leader of the Tribal Class of general purpose frigates. In the past year, for example, foreign visits have ranged from Casablanca in the heat of July to Oslo in the cold of December and there have been well-remembered calls at several U.K. towns as well as the honour of royal escort duty.

On the other side of the coin, having captured the Fleet Seacat Missile Aimers' Efficiency Trophy last year the ship lives up to the reputation of the Ghanaian tribe after which she is named by proving herself to be skilled in the arts of war.

Built by Yarrow and Co., Ltd., of Scotstoun, Glasgow, the Ashanti was launched in March, 1959, and is now a member of the Fifth Frigate Squadron, based on Portsmouth. Her captain is Cdr. J. P. J. Roberts-West.

Highlight of her West Indies deployment early last year was a week in West Palm Beach, Florida.

After returning to Portsmouth, the ship spent the rest of the year showing her face around Europe and trying to evade Portland's tender clutches for more than the minimum time that an inter-refit work-up entails.

The Ashanti visited the Clyde three times, both for operational training and as the Royal Yacht's escort for the cruise around the Western Isles and a tour of North Sea oil rigs.

"Navy Day" visits were made to Portsmouth, Rosyth and Den Helder at which the Ashanti's all-star Royal

Marines detachment showed their prowess at unarmed combat on 71 occasions.

Barrow-in-Furness, Newcastle and Grimsby all met the Navy in the form of the Ashanti and hundreds of school-children, naval visitors and members of the general public toured the ship.

Southend link

The ship's sports teams have played their part most manfully both before and after the matches and the ship's teams have won the squadron sports trophy and at the time of going to press had reached the final of the Fleet Mid-Cup hockey competition.

The first Ashanti was paid for by the people of Southend-on-Sea during a warship week and the liaison has continued. The ship now has affiliations with Sea Cadet units in the area as well as Fairfax High School and the John Groom's home.

Her other link, with the Ashanti people, has made her rich in trophies — a solid silver bell and handsome gold shield.

FACTS AND FIGURES

Length: 360ft. Beam: 42ft. Draught: 18ft. Displacement: 3,000 tons. Propulsion: Impulse steam turbine (13,500 shp) with gas turbine boost (7,500 shp). Armament: two 4.5in. mountings, two quadruple Seacat mountings, two 20mm, one Limbo three-barrelled depth charge mortar. Aircraft: Wasp helicopter. Complement: 16 officers, 264 ratings.

Destroyer in thick of the action

The first H.M.S. Ashanti was a destroyer of the Tribal Class, built and engined by Denny and Brothers, Dumbarton, and completed on December 21, 1938. At the outbreak of the Second World War she was serving in the Sixth Destroyer Flotilla at Scapa Flow.

She took part in the Norway Campaign, which included coastal sweeps and the raid on the Lofoten Islands, and during 1942 and 1943 took part in the escort of convoys to and from North Russia and escaped unscathed after many enemy attacks.

On completing the voyage with PQ16 she was congratulated on bringing the convoy through an estimated 288 sorties by enemy aircraft.

In November, 1942, the Ashanti took part in Operation Torch, the allied landing in North Africa, for which she was attached to Force H, Gibraltar.

She remained in the Mediterranean with the Sixth Flotilla after the landing, taking part in various operations until June, 1943, when she returned home for a refit in the Thames. In October she resumed escort duties on the Russian run.

In 1944 the Ashanti was in the Eastern Atlantic from the Azores



The motto means: "Kill a thousand and a thousand come." Hence the porcupine, whose quills renew themselves.

and the Channel Islands to the Normandy Landings. Afterwards she continued her watch on the Biscay ports until October, 1944, when she went to the Tyne for refit and to be prepared for service in the East Indies.

On March 22, 1945, however, repairs not having been completed, her allocation to the Eastern Fleet was cancelled and she finished the war in Europe in May, 1945, as she began, as a unit of the Home Fleet. She was scrapped in 1949.

Battle honours

Norway 1940; Atlantic 1940; Malta Convoys 1942; N. Africa 1942-3; Arctic 1942-3; English Channel 1942-3; Normandy 1944; Biscay 1944.



PHOTO POSTCARDS

Postcards of H.M.S. Ashanti or any other ships in the series are obtainable from Navy News, Dept. P.C., H.M.S. Nelson, Portsmouth PO1 3HH. Price: 5p each (50p per dozen), stamps, postal orders, or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 63 Navy News postcards are 95p each (including postage).

Other ships in the series are: Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Amazon, Andrew, Andromeda, Antrim, Apollo (minelayer), Apollo (Leander-class frigate), Arethusa, Argonaut, Ariadne, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (pre-mod.), Berwick (mod.), Blackpool, Blackwood, Blake (pre-mod.), Blake (mod.), Brave Borderer, Brighton (pre-mod.), Brighton (mod.), Bristol, Britannia (pre-mod.), Britannia (mod.), Broadsword, Bulldog, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod.), Chichester (mod.), Churchill, Cleopatra, Conqueror, Corunna (pre-mod.), Corunna (mod.), Courageous, Cumberland, Dainty, Dampier, Daring, Danae, Darlington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Fal-mouth, Fearless, Fife, Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod.), Hampshire (mod.), Hardy, Hartland Point, Hecate, Hecla, Hermes (pre-mod.), Hermes (mod.), Hermione, Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland.

Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Owen (formerly Olynthus), Onslaught, Onyx, Orpheus, Osiris, Palliser, Penelope, Phoebe, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim (pre-mod.), Reclaim (mod.), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Scylla, Sealion, Sheffield, Shoulton, Sidlesham, Sir Geraint, Sirius, Stromness, Taciturn, Talent, Tartar, Tenacity, Tenby, Theseus, Tidesurge, Tiger (pre-mod.), Tiger (mod.), Token, Torquay, Triumph, Troubridge, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (pre-mod.), Walrus (mod.), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, and Zulu.

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LETTERS
TO THE
EDITOR

We are a small community of around 400 personnel, Service and civilian, serving here in this beautiful island.

At present we have allocated to us 45 minutes on the local Mauritian Radio, for a request programme, "Naval Nightcap."

So very few people outside Mauritius are aware of this that we feel it is not put to its full use.

Would you be so kind as to give us a mention in your paper, as it is so widely read by the people and relatives concerned?

I am sure that many of them would send messages and greetings if only they knew that the facilities existed. A message from home means so much when you are away.

H.M.S. Mauritius.

Jenny Reilly

Save Our Ships: £10 for starters!

My fervour was sparked off by the formation of the Trust to save the Cavalier, which I see is still "awaiting disposal". . . STILL? I also read in Navy News why my plea for H.M.S. Undaunted was so hopeless. What a tragedy — used for target practice. Now the submarine Andrew is doomed, and all three featured in one issue.

Only a spot of inspired enthusiasm is needed to set the wheels of preservation in motion.

The Army and the Royal Air Force are already supremely represented, and veteran vehicles of every description are saved for posterity.

But the Navy? — two ships spanning 200 years of maritime might, plus the Cutty Sark for the merchant department.

If thousands of people (many of them turned away) take the time and trouble to view a 30-year-old (last gun totin') submarine in London, I shudder at the bureaucratic disregard for national sentiment.

I am prepared to put £10 cash on the table now towards ANYTHING to save the Cavalier and the Andrew. It is how I and thousands of others feel.

Peter Wright
Twickenham, Middx.

The famous wooden Foudroyant, which gives a wonderful service in providing training holidays for young people, is in serious financial difficulties.

Can it be that we cannot afford what we have preserved? Are there enough enthusiastic tenners around to foot the bill? So many of us would like to believe that there are, and that the only real need is for leadership and co-operation. — Editor.

I am glad to find that H.M. submarine Alliance is to be preserved, but I wish they had saved my old loves, K26 or H32, or H.M.S. Skate.

I have been aboard the Belfast, but it is a big souvenir shop. The R.A.F. Museum, however, is a good example of methodical remembrance, with little mercenary motive.

A book I have written, "K 26, Last of the Steam Submarines," is going the rounds, but if it gets published I shall be surprised.

Porn is the payer now, but at 70 one forgets quite how it went. The other day I followed a woman I know, and when I caught up I was breathless. She was worried in case she had to carry me home. She is a mean 67 (but lovely with it). Hi!

J.P.N.

Ickenham.

TREASURE IN THE BELFAST

A group of Royal Naval Amateur Radio Society members in London have taken on the task of restoring the bridge wireless office of H.M.S. Belfast.

Starting on February 8 by giving the BWO a good wash down, we found treasure, namely one well-worn 9ct gold man's signet ring engraved "Monica and Bill."

We wondered whether the owner could be found through the pages of Navy News.

In the restoration we hope to avoid any cost to the Belfast Trust, and would welcome pussers' Morse keys if any ex-Tels or ROs have any hidden away.

D. F. J. Walmsley
Isleworth, Middx.

sioned ranks only, and others will extend cover to include NCOs.

Also there is usually a territorial limit, providing cover only in Western Europe, with increased premiums for worldwide cover.

Perhaps the Ministry of Defence could look into the problem and talk to the insurance companies about providing a suitable policy available to all ranks.

N. Francis (REAZ(A))
H.M.S. Daedalus

Wrong admiral?

I was rather intrigued by the review of the book, "Ghost of the Atlantic," in which reference was made to Admiral Cradock aboard H.M.S. Suffolk.

The author may have confused his admirals. Operating from the West Indies and the east coast of America was a squadron commanded by Admiral Stoddart.

Gannet Wonk-Hound
Sheffield.

Triple query

Can any reader help me with information concerning three ships:—

The City of Ghent, 1552 tons, sold for breaking up in 1939 and believed taken over by the Admiralty. What was her final end?

Italian Moscardin, 4419 tons, seized in 1940 and taken to Methil to become the Empire Gunner. Which ship seized her? Roumanian Bucegi, 4330 tons, taken into Haifa in June, 1940. Which ship intercepted her?

D. Burrell

24 Redlands Road,
Sevenoaks, Kent TN13 2JZ.

Single sticks

Your story of the search for single sticks by Admiral Raper and Captain Loxton will remind anyone who underwent punishment drill at Dartmouth 30 or more years ago of the medieval use to which these store articles were put.

We used to think the Royal Marine P.T. instructors enjoyed this sport, which consisted largely of "bunny hops."

Brian Wainwright
(Commander, R.N.)
Northwood.

Insurance

Reading about the loss of money and personal effects during the recent fire aboard H.M.S. Bristol prompted me to write regarding the unsatisfactory state of affairs relating to insurance for Service men.

Many insurance companies will not provide "personal effects" cover for Service men. Some companies give cover to commis-

"HURT JUNIOR RATE"

If "Hurt Junior Rate" cares to let the editor have his name and address, inquiries will be made into the subject of his letter. These particulars are required as evidence of good faith, and not for publication.

Anonymous letters cannot be considered.

ASSISTANCE TO AUTHORS

Gwen Robyns, Holly Court Farm, Northleigh (Oxon), seeks interesting recollections of stories about sandwiches, to be included in a literary book.

Rena Harman, 14, Drew Meadow, Farnham Common, Bucks, SL2 3JA, seeks information from anyone who served in the 1936 destroyer H.M.S. Hero.

Lieut.-Cdr. John M. Maber, R.N. (ret.), 24, Littlemead, Ashley, near Box (Wilts), SN14 9AH, would appreciate personal accounts and the loan of photographs for a book, "The Submarine at War."

Mr. W. A. Harrison, 71, Mill Hill Lane, Derby, DE3 6SB, preparing a book on the Fairey Swordfish, would be grateful for information and photographs.

HAPPY LANDINGS

In 1942-43 I was drafted to Landing Craft Flack No. 14 as coxswain, and we sailed with three L.C.F.s as escorts to a large convoy of mainly MR3 T.L.C. for the Mediterranean from Appledore in Devon.

We arrived at Gibraltar after nine days at sea, having gone a long way out into the Atlantic to avoid attacks. Then we went on to Algiers.

Hammocks were stowed in a box attached to the bulkhead in the S.N.C.O.s' mess. The box was painted white, and adorned with a map of the Med. on which we drew in all trips as we went along.

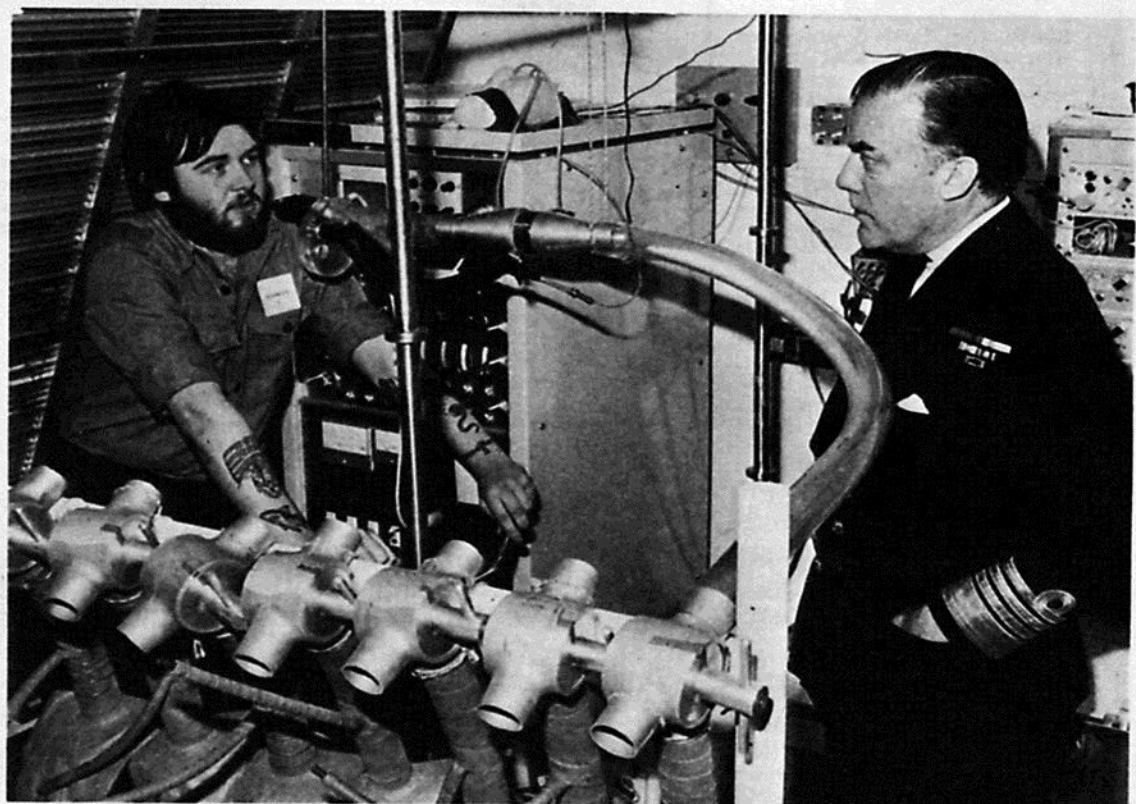
We clocked up 23,000 miles of operational steaming, and eventually paid off the ship and left her at Catania, Sicily.

A. E. Cosens
(Lieut.-Cdr. S.C.C., R.N.R., ret.)
Salisbury, Wilts.

Reader D. J. Wilkinson, of Cleethorpes (South Humber-side), writes that part of his naval service during the Second World War was in H.M.S. L.S.T. 411, and he has sent a poem which he believes will bring back memories to those men who served in similar vessels. The first lines are:

*She's not very good from a looks point of view,
She's not very old but don't look very new,
She's broad in the beam and bluff in the bow,
She's flat as a flounder and a bit of a cow,
But for those in the know and with eyes that can see,
She's a useful old tub that — L.S.T.*

Cycling to work on the tube . . .



"Do you drive it or play it?" is the question many of us would have been tempted to ask, but Admiral Sir David Williams, Second Sea Lord, was fully aware of the serious nature of experiments being conducted by this rating.

Admiral Williams was visiting the Environmental Medicine Unit of the Institute of Naval Medicine at Alverstoke, Hampshire, where a new programme of experiments has begun.

In the first series of 1975, lasting 30 days, ten ratings, including PMA S. Burns, seated here on a "bicycle" and surrounded by all that daunting equipment, were exposed to various levels of carbon monoxide while living in the Unit's test chamber.

Carbon monoxide is still a factor in submarine atmosphere, apart from being the most obnoxious pollutant in the outside air.

There are also questions still to be answered about smokers' susceptibility to carbon monoxide, so the experiments could produce some useful spin-offs for the outside world.

Last year similar experiments were carried out in the E.M.U. sealed chamber involving carbon dioxide.

But why the "bicycle" in our picture? The Navy scientists are seeking evidence that carbon monoxide exposure can affect the capacity for full physical exertion.

West Point, and other ships en route to Bombay from Cape Town in December, 1941.

Among the escorts, mainly units of the U.S. Navy, was H.M.S. Dorsetshire. However, U.S.A. Mt Vernon left the convoy and travelled at high speed unescorted to Mombasa, arriving on December 25, 1941.

After five days in port, she left Mombasa escorted by the cruisers H.M.S. Colombo and H.M.S. Emerald.

Some days later this small convoy rendezvoused with H.M.S. Exeter in the Maldiv Islands, and all travelled together to Singapore, arriving on January 13, 1942.

H.M.S. Exeter was sunk in the Battle of the Java Sea in March, 1942, but the U.S. troopships survived the war and went back into service under their original names.

S. H. Prior
Ex-F.E.P.O.W., ex-Royal Engineers, 287 Field Coy, 53 Brigade, 18 Division).
Murton, Co. Durham.

P25 cap tally

With regard to the inquiry concerning the H.M.S. P25 cap tally, (February issue), this could be either a "P" boat of the First World War, or a "P" class submarine.

The likelihood is that it is a "P" class boat, of which about 50 were built. They were 120ft. long, beam 32ft. 8in., and draught 6ft. Tonnage was 580, and armament consisted of one 4-in. quick-firing gun forward, with two racks aft carrying ten depth charges each.

John Dorey
(Ex-cd. bos'n, D.S.M.)
Portsmouth.

Without a doubt the cap tally H.M.S. P25 belonged to the old "P" class patrol boats, the last one "Spey" (ex-P.38) ending up on fishery protection duties.

A P.25 of the Second World War was in fact a "V" class submarine, H.M.S. Vehement, cancelled on the slipway.

E. J. Willis
Exeter.

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Future of survey service

A report due out this month could help end speculation about the future of the Hydrographic Service.

Speaking in the Commons, Mr. Edward du Cann referred to doubts raised in some quarters as to whether the service could meet its expanding commitments, especially on surveys for undersea mineral research, from a Navy vote that was likely to contract as a result of the defence cuts.

He spoke of anxiety about the future expressed in letters to the Press by the director of the Royal Institute of Navigation, the president of the Nautical Institute and a former Hydrographer to the Navy.

Calling for a new method of financing the service, Mr. du Cann suggested that the Navy should be provided with a separate fund for what was becoming an increasingly non-defence function.

This would place control of hydrographic expenditure with Parliament, but leave the Navy with the responsibility of getting on with the job.

Replying, the Navy Minister (Mr. Frank Judd) said that while the Ministry of Defence was not seeking "grounds for divorce" between the military and civil requirements of the service, they were looking at "the terms of the marriage settlement."

REASSURANCE

While he could not forecast the Government's verdict in advance of this month's publication of the report by a study group set up to look into the future funding of the service, among other matters, he raised the possibility that the requirements of the civil community could be met by the Navy on a customer-contractor basis.

Mr. Judd said he wanted to reassure the men and women working in the hydrographic service that far from under-estimating the national importance of the service, its future was being given the most serious and expert consideration.

'SHEIKS' OF DIOMEDE



There's been a "sheik up" in H.M.S. Diomedé on her Far East deployment - or to be precise quite a few sheiks up.

While in the Persian Gulf on the way east, ship's officers were presented with Abu Dhabi Defence Forces uniform headgear. The picture, showing that the officers now have suntans to match the headgear, was taken in the Naval Basin at Singapore.

Promotions

Authorization for promotion of petty officer, chief artificer or chief mechanic rate have been issued:

To CPO(R) — C. H. Reah (Apollo); P. Selwood (Hampshire); D. T. Abbott (Bristol).
To CPO(M) — P. Cullen (Scylla); G. E. Francis (Minerva); J. W. Pearce (Excellent); J. A. Smith (Ajax).
To CPO(S) — J. W. Chetwood (Vernon); M. T. Davison (Vernon); R. S. Marshall (Raleigh).
To CPO(MW) — H. Stenhouse (Vernon).
To CPO(SEA) — B. F. McMillan (Nep-tune).
To CPO(PT) — A. T. Kirk (Royal Arthur).
To MAA — D. Mackenzie (Lynx); C. J. Renwick (Excellent); F. H. Fishlock (Hamp-shire).
To CRS — D. W. Skinner (Heron); K. Tarplee (Fearless); J. C. Day (Ganges); N. J. Bennett (Drake).
To CCY — A. D. Parkinson (Saker).
To CRS(S) — R. K. Brain (Tangmere).
To CRS(W) — G. P. Lynch (Mercury); M. P. Edgar (Ark Royal).
To CPO(OPS)(S/M) — W. Hannigan (Con-queror).
To CPO(OPS)(S)(S/M) — D. S. Heap (Revenge).
To CPO(UW)(S/M) — D. J. Woodland (Dolphin).
To CPO(COXN) — A. R. Edwards (Val-iant).
To CRS(S/M) — J. P. Goodbody (Superb); J. E. Sanderson (Mercury).
To CPO(WTR) — R. A. Clark (Dolphin); T. J. Pond (Osprey); C. G. R. Morgan (FOCAS); D. J. Brown (Defiance); G. S. Morton (Fearless).
To CPO(SA) — J. A. Roberts (Dartmouth); T. W. Davies (Norfolk); N. T. Saunders (Cambria); T. Blooner (Ark Royal); P. G. Constantine (Ganges); M. J. Sheridan (Dart-mouth).
To CPOCK — M. E. Harper (Pembroke).
To CPOSTD — P. J. Kelly (Warrior); M. E. Ibbotson (Glamorgan); D. F. P. Bremner (Rhyll).
To CMT — D. B. Price (RNLR London); J. D. Jones (RNH Plymouth); E. Hardman (RNH Plymouth).
To CPOMA — H. A. Secar (CTCRM Lympstone).
To CCEL — G. King (Tiger); T. G. Wilkins (Collingwood).
To CREL — F. D. Beves (Collingwood).
To COEL — P. L. Conlon (Fearless).
To CMEM — S. N. Paton (Excellent); W. J. Rambridge (Drake); W. Booth (Cochrane); R. D. Forbes (Dolphin (Finwhale)); M. Pounds (Nelson); W. A. Smith (Rhyll); D. A. Tisdale (Rooke); C. Flower (Lochinvar); P. R. Mould (Drake); A. W. Fuller (London-derry); J. H. Ward (Osprey).
To CA(AH) — A. A. Hughes (Ganges); M. A. Higgins (819 NAS).
To CA(SE) — D. Brown (Osprey).
To CA(PHOT) — J. B. Hindle (Excellent).
To CAF(A/E) — M. G. Braithwaite (Dae-dalus); C. Day (Heron); J. N. Wilde (Dae-dalus); A. E. Orton (Ark Royal); D. Seaby (Osprey); L. R. Mould (Osprey).
To CREL(AIR) — R. B. Fleet (Daedalus); R. E. Parker (Daedalus); P. S. Pratt (Dol-phin).
To CWREN(MET OPS) — J. E. Poole (Heron).
To CWREN (STD)(O) — M. Walsh (Rooke).
To CMEA(P) — N. C. F. Whales; R. E. Wood; J. M. Chapman; D. S. Grundy.
To CMECHN — J. S. Shell; E. J. Perry; G. Ormiston; A. P. Macfarlane.
To CMEA(H) — C. E. Baskerville; E. A. Hardy.
To CAMECHN(AE) — S. C. Thorley.
To CEMECHN(AW) — C. J. Church.

The following have been selected for promotion to officer:

To acting sub-lieutenant (S) (W): L. J. Bamber, R. C. Cornes, N. Howden, I. A. Lane, and R. C. G. Sherratt.
To acting sub-lieutenant (S) (S): G. Glover, M. J. Pearce, and M. E. Pearson.
Acting sub-lieutenant (S) (C): M. J. A. McGarry.
To acting sub-lieutenant E(W): C. G. Aydon, I. V. Barley, T. W. Caldicott, M. C. Churchill, R. W. Drake, A. D. Drummer, C. J. Farrow, A. J. A. Hall, B. LeGrove, R. A. Lindley, A. M. McBride, D. S. Malley, P. F. Manley, J. M. McGuinness, G. M. Norworth, J. C. Reidy, T. C. G. Rowberry, M. J. Taylor, and M. Webster.
To acting sub-lieutenant E(WESM): R. M. Brooks, B. C. Burgess, B. K. Downer, P. W. G. Drummy, A. C. Edwards, D. T. Jones, and P. B. Jupp.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "inter-mediate," i.e., men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced in Basic Date order. Dates shown against "Int" rosters are the basic dates of the top eligible men.
Award of merit points to date November 30, 1974. NOT included in the table.

The number following the points (or basic date) is the number of men who have been advanced during January, 1975.
PO(M) — Int (12.3.73); 2: LS(M) — Dry.
14: PO(R) — Int (16.3.73); 3: LS(R) — Dry; 8: PO(S) — Int (16.3.73); 1: LS(S) — Dry; 6: PO(D) — Int (30.3.73); 1: LS(D) — Dry; 2: PO(MW) — Int (29.3.73); 0: LS(MW) — Dry; 2: PO(SA) — Int (21.6.73); 0: LS(SA) — Dry; 3: PO(R)(SM) — Int (9.3.73); 1: LS(R)(SM) — Dry; 3: PO(S)(SM) — Int (9.3.73); 4: LS(S)(SM) — Dry; 5: PO(UW)(SM) — Int (1.6.73); 2: LS(UW)(SM) — Dry; 2: PO(PT) — Int (16.3.73); 0.
PO(SEA) — Nil; LS — 1: RS(SM) — 351; 0: LRO(SM) — Int (12.12.72); 6: RS — 356; 3: LRO(G) — Int (12.12.72); 13: PO(EW)/RS(W) — 133; 1: LS(EW)/LRO(W) — Dry; 7: CY — 328; 3: LRO(T) — Int (25.6.74); 12: POWTR — Int (16.7.73); 3: LWTR — Int (4.10.74); 6: POA — 112; 6: LSA — Int (18.6.73); 12: RPO — Int (6.3.73); 6: POCK — 346; 10: LCK — Int (8.3.73); 28: POSTD — 142; 2: LSTD — Int (20.11.74); 15: POMEM — Int (27.11.74); 28: LMEM — Dry; 41: POCEL — Dry; 5: LCEM — Dry; 14: POCEL — Int (30.7.74); 12: LOEM — Dry; 24: POREL — Int (26.6.74); 3: LREM — Dry; 8: POMMA — Int (10.4.73); 7: LMA — Int (30.3.73); 8.
POAF/POAM(A/E) — Int (18.4.73); 2: LAM(A/E) — Int (17.11.72); 14: POREL(A) — 127; 1: LREM(A) — Int (29.10.73); 4: POEL(A) — Int (19.1.73); 4: LEM(A) — Int (17.9.74); 0: POEL(AW) — Int (14.12.73); 2: LE(AW) — Int (1.3.74); 4: POA(AH) — Int (9.7.73); 2: LA(AH) — Dry; 9: POA(PHOT) — 331; 0: POA(MET) — Int (6.11.73); 1; POA(SE) — 449; 0.



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CALLING ALL ARTISTS

It is widely known that there is a great wealth of artistic talent at all levels within the Royal Navy, Royal Marines, WRNS, QARNNS and Reserve forces.

The Director of Public Relations (Navy) and the Director of Naval Recruiting feel that this pool of creative skill is an untapped source of first rate illustrative material which could be used in the RN Calendar, posters, careers literature and the like. Consequently DPR(N) and DNR wish to issue an open invitation for naval artists to submit works of art for consideration. Any items which can be used in publicity material will, after negotiation, be bought outright or awarded copyright fees.

WHO CAN SUBMIT WORK?

Any serving naval personnel or those who have retired within the last five years. Any member of the RNR, RMR or WRNR.

WHAT SUBJECT MATTER IS LIKELY TO BE ACCEPTED?

Any picture which gives the feel and flavour of naval life such as ships at sea or in port; naval events or personalities; runs ashore; mess deck, ward room or working scenes; amphibious exercises; flying or flight deck activities, etc., including cartoons.

WHICH MEDIA ARE MOST SUITABLE FOR REPRODUCTION?

Most of the conventional artists materials present little problem. Oils, watercolours, acrylics, pastel or crayon works are perfectly acceptable. Though the main aim is to attract paintings in colour, black and white sketches, charcoal drawings and bold pencil drawings or pen and ink work will be considered.

SIZE AND SHAPE OF PICTURES OR DRAWINGS

The aim is to be as unrestrictive as possible but in general any pictures smaller than 10in. x 14in., or larger than 18in. x 24in. could present difficulties to designers and printers. Originals are required for submission and artists should arrange their own insurance.

IS THERE A CLOSING DATE FOR SUBMISSIONS?

Yes, 31 DECEMBER, 1975.

TO WHOM SHOULD ARTWORK BE SENT?

Stuart Reed
Head of PR7
MINISTRY OF DEFENCE (Navy)
Room 5 Archway Block South
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GIB. SEND-OFF BEFORE BIG REFIT

'Update' now for Sirius

"Two-and-a-half years notice for steam" was the order given when H.M.S. Sirius arrived at Plymouth after a rough but fast passage from Gibraltar to face her half-life refit and modernisation.

The frigate was returning to pay off for only the second time in nine years before her long refit at Devonport, which will include conversion to carry Exocet. In addition to the "new look" of the missile launcher in place of the turret, there will be completely new accommodation.

The Sirius spent the last six months of the commission in and around the Mediterranean, including 14 weeks in Gibraltar and Christmas in Malta.

Farewell from Gibraltar — a harbour which had practically adopted her — proved a stirring occasion, with paying-off pennant flying and the Band of the 3rd Battalion the Queen's Regiment and many other friends on the jetty. The ship was speeded out of the south entrance to the harbour by a salute of assorted missiles fired from a heavy calibre gun mounted temporarily by the Army on the end of the South Mole.

Moroccan exped.

During the ship's time at Gib. a close liaison had been established with Fortress personnel, particularly the officers and men of the Queen's Regiment. Many of the soldiers went to sea in the Sirius, some getting as far as Sardinia. Meanwhile, the Army lent the ship a Land Rover, which was used for an exped. into Morocco by ten members of the ship's company.

Footnote: Traditionally, submariners — with limited facilities for washing — were invited to shore bases or surface ships berthed nearby to use laundry and washing facilities. When the Sirius was berthed at Gib. and developed "hiccups" in her fresh water system, the reverse was the case as men from the frigate trooped over to the nuclear submarine H.M.S. Valiant.

The visit was described as "ablutionarily most satisfactory" and it was affirmed that not only is there no water shortage in a nuclear submarine but that modern submariners do wash at sea!



Musical send-off from Gibraltar for H.M.S. Sirius, heading home for a major refit.

'Guardboaters' get a tan in the salt air

One of the commitments of the resident frigate or guardship at Gibraltar is the manning of the duty guardboat, providing a taste of waterborne independence and the opportunity to cultivate a tan in the salt air.

Lists of volunteers to man the Fleet tenders which carry

out guardboat duty at Gib. are invariably heavily over-subscribed.

There are two crews, port and starboard, each consisting of an officer, seaman petty officer and five junior ratings. The "guardboaters" move ashore to H.M.S. Rooke, from where a 24-hour on, 24-hour off system is worked. Living in the guardboat, the duty crew do their own cooking in the well-equipped galley, and the most unexpected

people prove accomplished chefs.

Guardboat duties vary, but it is not unusual to act as lifeboat as well as carrying out routine patrols. The boats are fully modernised fleet tenders fitted with enclosed bridges, radar, VHF radio, powered steering and hot and cold running water. "They take a bit of getting used to," say the sailors, but in fact handle well and are tough sea boats.

When H.M.S. Sirius was manning the guardboat she gave as many volunteers as possible the chance of duty in her — pictured at the Rock are Lieut. C. A. Howeson and members of one of the crews who served in H.M.F.T. Ettrick.

IDEAS AWARDS

Awards for inventions and technical suggestions include the following:

Lieut.-Cdr. L. D. Hamlyn (£1,500)*, Lieut.-Cdr. D. G. P. Roberts, CCEA J. G. Palmer, and CMEA(P) J. Barley (£450), Lieut.-Cdr. D. L. Kitch and Lieut.-Cdr. J. M. Osborne (£200), Lieut. J. Faulkner and

MEA(H)1 J. Miller (£150)*, Lieut. G. I. Mayes (£75), Lieut.-Cdr. A. D. White, Lieut. A. Fearon, and R. Mechl H. T. Laverack (£60)*, A/CEA2 P. Hanley and LSA E. M. Symonds (£50), Lieut.-Cdr. W. P. J. Sidgwick (£50)*.

*Additional to awards made under Navy Department arrangements.

Cash for splash

During an attempt to paint the ship's side on H.M.S. Mohawk's week-end visit to Malta, CPO Coxn. J. (Danny) Irvine took a splash in Grand Harbour — but it was all in a good cause.

As a result, £100 was collected for the handicapped boys of the Sunflower Ward at Brockhall Hospital, Blackburn, which the ship has adopted. This brought the total to more than £500 collected since last May, when the Mohawk deployed to the West Indies.

Besides the coxswain's swim, fund raising has taken the form of sports days and foreign coin collections, while on one occasion the first lieutenant was "held to ransom."

The ship's liaison with Blackburn was established through the local unit of the Sea Cadet Corps, T.S. Mohawk. During a "Meet the Navy" visit to Merseyside this month, ship's company members plan to visit Brockhall Hospital to present cine equipment to the Sunflower Ward, and it is also hoped to give the boys a coach outing.



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Rare finds in a bird watchers' paradise

The Joint Services expedition to the Chagos Archipelago, which is led by Cdr. Alan Baldwin, has reported that some of the islands in the Indian Ocean group are of world-wide ornithological interest. They also claim to have found a new species of eel.

The expedition — 14 men from the three Services as well as civilian scientists — is studying the complete island environment of the archipelago, both on land and down to 150ft below sea level. The islands have never been the subject of a scientific survey

and some of them have only rarely been visited.

The Three Brothers islands have proved to be the most interesting so far. They are free of rats and the expedition believes that their bird population is of world-wide interest. Species breeding there include

pink foot and brown boobies, sooty terns, shearwaters, little green herons and, most unusually, bush fowl.

UNKNOWN EEL

On North Brother Island there are stands of the original broad leaf forest. It has also been found that the island is more than 10ft above mean high water, no similar coral islands being known to exist in the central Indian Ocean.

Another unusual discovery was a mangrove and peat swamp on Eagle Island, the site of the main camp.

The party had some fun trying to catch an unknown species of eel which was spotted after dark. One was caught and this is now being studied in an aquarium at the base camp.

TINY TURTLES

One of the expedition's tasks was to study the coral formation, and it has found that the relatively sheltered part of the Chagos Bank appears to be a diverse living reef. The coral and fish life has exceeded all expectations and young turtles, barely two inches long, have been found.

The expedition continues until the end of March. A B.B.C. Television team is joining the party for the final month and a film is to be made for the "World About Us" series.

CAPTAINS' FAREWELL

It was a case of nine officers to give the orders, but not a rating in sight to carry them out when Lieut.-Cdr. Paul Hoddinott, the last captain of H.M.S. Andrew, invited eight former commanding officers to a farewell party on board the submarine before she paid off.

The eight who made the date, out of the 18 officers who commanded the Andrew during her 26-year career, included the first, Cdr. Derek Oak, and her principal history-maker, Rear-Admiral W. D. S. Scott (now Deputy Controller Polaris), who was in com-

CAR FOR CHARITY

Church of England congregations in R.N. ships and establishments have provided a Soho-based charity with an estate car to help young homeless people.

The Chaplain of the Fleet, Archdeacon Chandos Morgan, presented Centrepoint Soho with a cheque for £1,500 to buy the car, which will be used to take people from London railway stations to the charity's all-night shelter and advisory centre in Shaftesbury Avenue. It will also be used as an ambulance in emergencies.

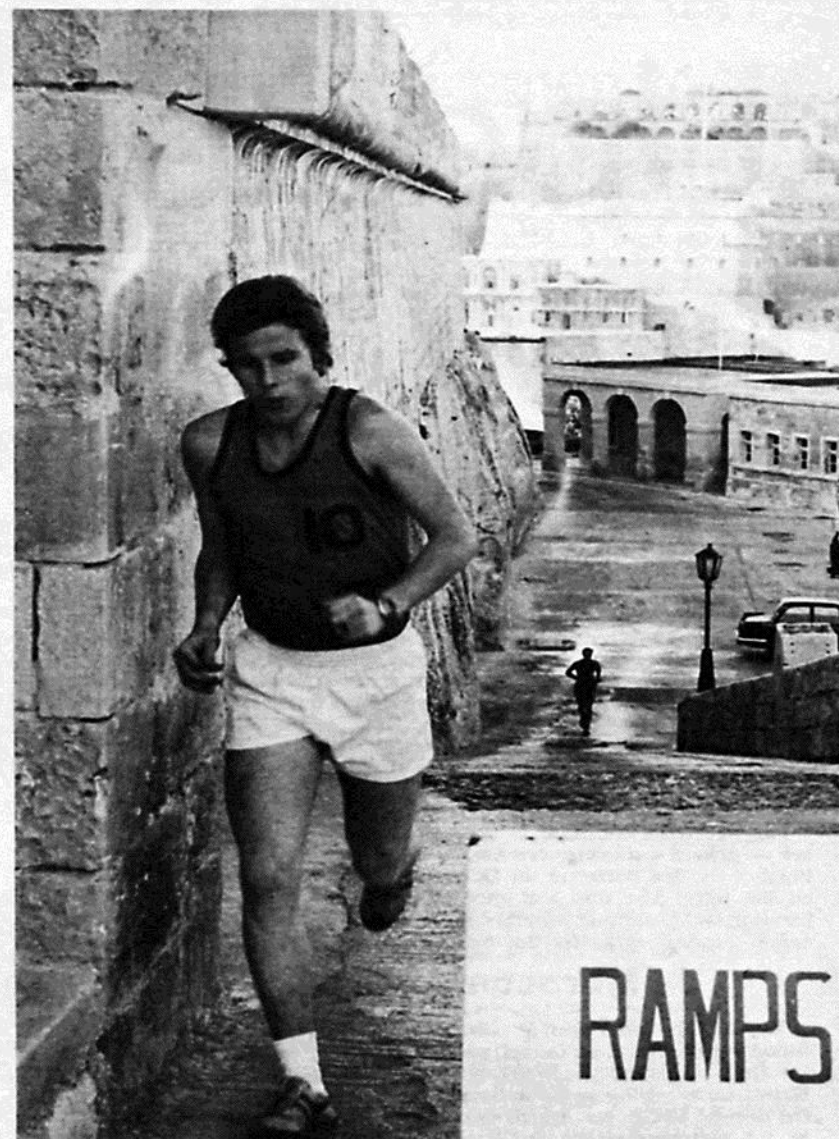
Accommodating up to two dozen people under 25 each night, the centre has about 6,500 admissions a year.

The charity also runs a hostel in the Barons Court area.

BACK TO BLUES?

Canada's sailors may soon be back in their blues. The Daily Telegraph correspondent in Ottawa reports that the Canadian Defence Minister has announced a decision to restore separate service identities, which could mean an end to the drab green uniforms worn by all Canadian servicemen since unification seven years ago.

'Right up the Ramps'



Above: MEM Yorky Campbell, of H.M.S. Tiger, on his way to completing 21 circuits in H.M.S. St Angelo's "Right up the Ramps" challenge. In the background is Lascaris and the office of Flag Officer Malta.

Sirius, completed 22. "Right up the Ramp" targets have now been set — 80 circuits for a team and 24 for an individual — and the Wrens of St Angelo have announced their aim to set a walking record.

Hydra helps out after hurricane

The survey ship H.M.S. Hydra assisted in Fiji's La group of islands, which were hit by Hurricane Val at the beginning of February. Considerable damage to crops and houses was reported in the southern part of the group.

At the time of the hurricane the Hydra in Fijian waters on general survey, was working in the Kor sea.

TARGETS

H.M. ships Tiger and Sirius provided the first men outside St Angelo to take up the challenge. With CMECH McClenaghan were MEM Yorky Campbell (21 circuits), MEM Wally Walters (20), MEM Ali Barber (14), while PO De-La-Haye, of the



The nine former commanding officers of H.M.S. Andrew pictured here are (left to right, standing): Rear-Admiral Scott, Cdr. Bill Swinley, Cdr. Derek Oakley, Lieut.-Cdr. Mike Tuohy, Cdr. Mike Sizeland, Lieut.-Cdr. Paul Hoddinott, Cdr. Toby Frere, Sitting: Lieut.-Cdr. Mike Haigh-Lumby and Lieut.-Cdr. Tim Honnor.

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As sail gave way to steam, so steam is yielding to high speed gas.

The Type 21 Frigates H.M.S. Antelope (foreground) and H.M.S. Amazon, representing a new generation of warships for the Royal Navy, met for the first time in the English Channel, about six miles off St Catherine's Point, Isle of Wight.

As the Type 21s are powered entirely by gas turbine, gone are the days of working up to full power. Finger-tip control provides instantaneous power capable of giving fast acceleration up to speeds of more than 30 knots.

When the picture was taken the Antelope was on her second day of contractors' sea trials and under the Red Ensign.

There are to be eight Type 21s in Royal Navy service, the last being due to commission in 1978.

Twelfth ship of the Royal Navy to bear the name, the Antelope is to be accepted into service later in the year.

HIGH SPEED GAS



Photo: LA Tony Thomas

Early good deeds

H.M.S. Antelope, the Navy's second Type 21 Frigate, is affiliated to the Royal Regiment of Fusiliers and was adopted by the City of Hereford last autumn.

Although the ship's company consisted of only 30 officers and ratings "standing by," they have made their presence felt by donating toys to the children's ward of Hereford County Hospital, and by giving presents to handicapped children at the Ridgeway House School, Bitterne, Southampton.

Sweeper's civic send-off



Happy scene after the Shavington recommissioning ceremony, with the Mayor and Mayoress of Crewe and Nantwich (Cllr. and Mrs. J. M. Bedson), Cllr. T. Steele, Cook Gallagher (who lives near Shavington), the ship's mascot and a number of members of the ship's company.

END OF SEVEN YEAR ITCH

After a major refit lasting 18 months, the Coniston-class coastal minesweeper H.M.S. Shavington has been recommissioned at Devonport.

Before refit the ship spent seven years in reserve and on the disposal list, so that all the hard work of the dockyard and ship's company has really resulted in a new lease of life for a ship which would never have made good razor blades but might well have produced a

few million matches and milk bottle tops.

The minesweeper is named after a small village near Crewe and has always had close ties with the people of Shavington.

Among those at the commissioning service in the H.M.S. Drake Church were

the Mayor and Mayoress of Crewe and Nantwich (Cllr. and Mrs. J. M. Bedson) and Cllr. and Mrs. T. Steele, who attended the original commissioning in 1955.

After the service the ship's company, together with their families and guests and the visitors, returned to the ship,

where the Flag Officer's representative (Commodore J. W. M. Pertwee) and commanding officer (Lieut.-Cdr. M. A. Pitt) were piped aboard.

A buffet lunch was arranged in the Field Gun Club at Drake, and the commissioning cake cut by Mrs. Pitt, assisted by AB Renton.

Following a programme of trials and work up the Shavington joins the Fishery Protection Squadron based at Port Edgar.

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Married quarters for sale

"Since we moved into married quarters we have heard several times that they may be going on the market for sale," writes a Navy News reader. "If they were to be available for purchase, my husband and I would be very interested."

Navy News understands that should accommodation become surplus, it would be offered for other Service use. In the event of there being no requirement, the places would be offered for sale on the open market.

A number of married quarters have been offered for sale recently, but not in the reader's area.

Notices of properties on offer are given in "Temporary Memoranda" for the information of naval personnel, and Navy News has been promised that in future the notices will also be made available for publication in the paper.

The following property is expected to be sold on the open market shortly:

Type IV officer's married quarter, 2 recep., 4 beds, garage, 43 Dobbins Lane, Wendover, Bucks. Constructed about 1955. Large garden.

Inquiries to defence Land Agent, PSA, Bagley Croft, Hinkley Hill, Oxford, OX1 5BS.



CALLING A WIFE

Will the Navy wife living in married quarters in Portsmouth, who travelled by train from Exeter to Portsmouth on February 10, please contact Mrs. Haines on Naval Base extension 23533 during working hours, or Portsmouth 811235 between 1800 and 1900.

TWO PAGES . . .

Fortnight-itis:

There was a touch of Men's Lib. in the quite surprising amount of reaction to the Navy News feature (February issue) on that incurable naval disease "fortnight-itis" — the emotional malady which affects wives in the last few days before the husband's departure for sea.

"What about the effect on us?" asked the men. While no one denies a certain pleasurable anticipation about a few months' cruise in, perhaps, the West Indies, there is still the upset of a farewell which can last for nine months.

"It is a wrench for the husband to leave wife and home," said a petty officer, "but I find it hardest with the children. How can you explain to a four-year-old?"

Where there is tension in the last few days before a parting, the importance lies in recognizing and understanding the reasons.

Tranquillizers

Wives were delighted to see the subject get an "airing."

Said one laughing wife in a phone call to Navy News, "I have had regular attacks of fortnight-itis for the past 12 years."

"I am glad you have talked about it, because what with that, and the adjustment which has to be made when a husband returns after a long absence, I am afraid that too many young girls turn to 'tablets'."

"Sometimes you will hear one say to another, 'Here, try some of my tranquillizers, and you will feel relaxed.' I am sure that talking and understanding achieves much more than bottles of pills."

Mrs. Jeannie Keets, wife of L/Reg Martin Keets,

Now — a naval husband!

Everybody has heard about naval wives and their problems, but a naval husband must be somewhat rare — if not unique.

Cdr. Philip White, who retired from the Royal Navy in 1970, was for a time at the Ministry of Defence as Mine Warfare and Diving Staff Officer, occasionally wearing a NATO hat. At the same time, doing a three-

year tour of duty with NATO, was a United States "Wren" officer.

"Afterwards," Cdr. White told Navy News, "when my future wife returned to a new appointment with the U.S. Navy at Washington, we were going broke making trans-Atlantic phone calls, so we had to decide which side of the Atlantic we should live. Either she retired and joined me, or I would pack my bags and join her."

"In good Staff Course manner we did an Appreciation of the Situation, and the answer came out that I should join her."

They were married in 1973, and at the U.S. naval base at Newport, Rhode Island, are known as "the Commanders White."

Cdr. White, like many another naval "other half," finds the odd job wherever they are stationed, and they are now on the move again to Monterey, California, where Mrs. White is going on a two-year course.

In the United States Navy, explains Cdr. White, the women are equal in rank and status to the men.

"My wife and her sister officers," he says, "fit into the duty roster at the base as Duty Commanding Officer."

"It won't be long before they are doing the middle watch at sea!"

New homes

One hundred and seventy new married quarters are being built on the site of the former Raglan Barracks, Devonport. A feature, however, has escaped demolition — the handsome Doric-style entrance gate.

Be an optimist

"Sea time" can begin early for Portsmouth area children interested in sailing.

The Optimist class dinghy is designed to be sailed by children between the ages of seven and 15, and is an established international class.

These are the boats used by the Portsmouth Naval Optimist Club, members of which have gained honours up to international level.

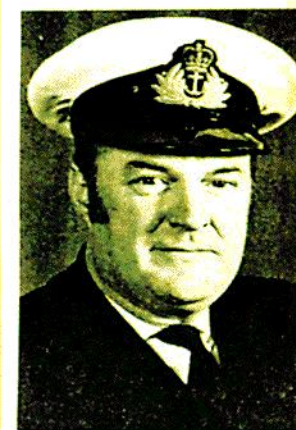
Details may be obtained from C.P.O. R. M. Francis, 33, Beaufort Avenue, Fareham, Hants.

Fund-raisers of Dolphin

A £68 tricycle, specially designed for handicapped children, was presented to a school for autistic children by the wives of H.M.S. Dolphin, the machine having been bought with funds raised at a Christmas Fair.

The profits also enabled the wives to give £75 to a school for spastics.

A further £20, raised separately by H.M.S. Dolphin sailors, has been given to a fund for a hostel for autistic young adults.



FURNITURE

VIEWS

SOUGHT

Anyone glowing with pleasure over future improvements in the comfort of married quarters may owe a vote of thanks to Lieut.-Cdr. Max Waller (pictured above).

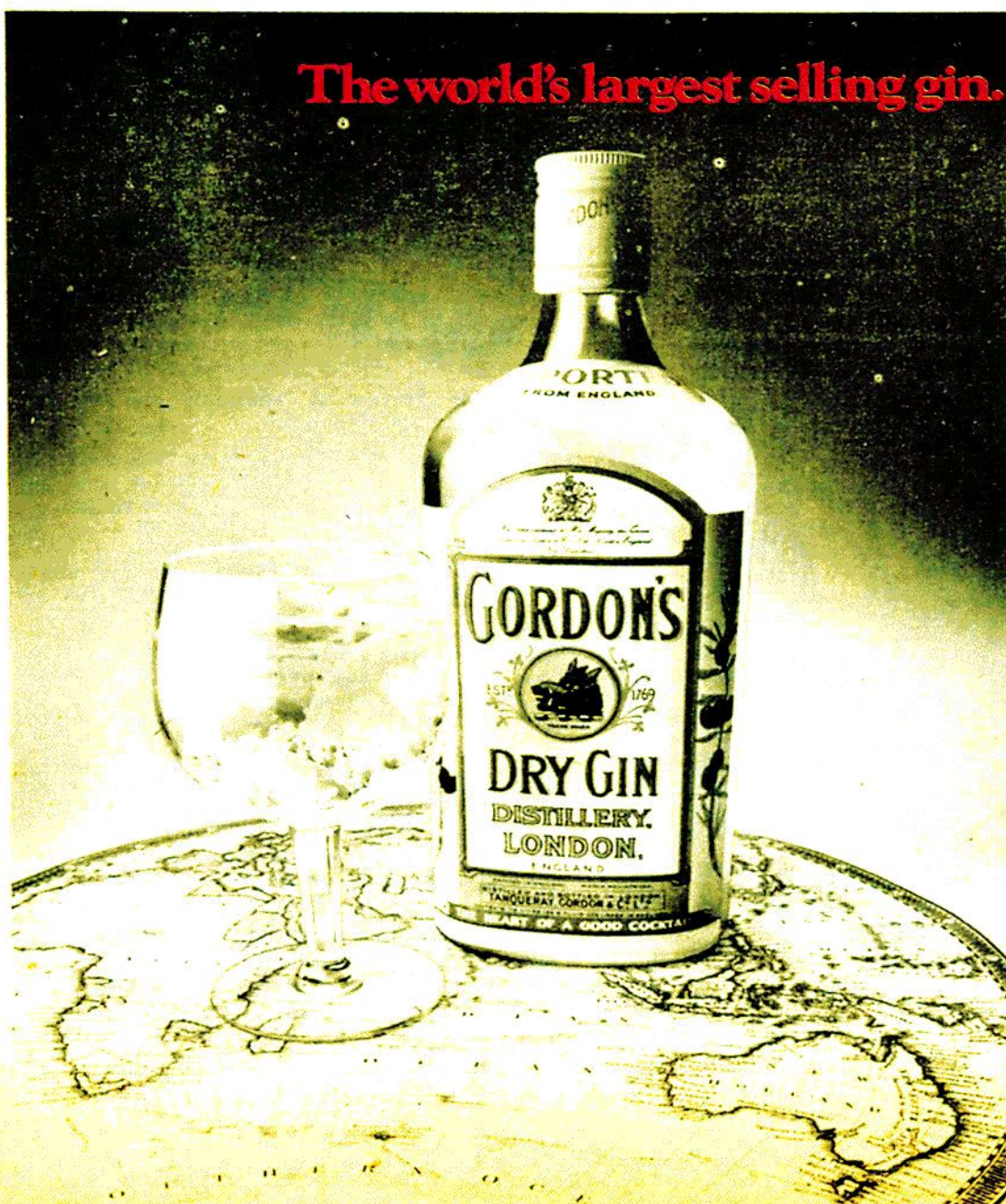
He is the Royal Navy representative on a tri-Service working party which is investigating scales and standards of Service furniture and furnishings.

The team will be visiting Service establishments in a programme lasting into April, and are keen that their activities are known so that the best results may follow their investigations.

Questionnaire will be sent to a representative sample of personnel in the three Services, and all personnel visited and their wives will have an opportunity to air their views on the furnished standard of their accommodation and say how they think it could be improved.

All views would be welcomed by the working party, and may be sent ON POSTCARDS to FSSG, Room F4, Block 3, Ministry of Defence (Air), St George's Road, Harrogate, N. Yorkshire.

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...FOR FAMILIES

How to be a little patient!

how it affects the men

serving in H.M.S. Blake, agreed that husbands had their problems too.

"The last time he left," she said, "mine was more worried than usual because I was in our own home, and it wasn't like a married quarter with official help on hand whenever anything went wrong."

"In fact it turned out to be much better, because being in your own home there is much more you want to do — less time for brooding."

When homecomings have been long-awaited, and then result in sharp edges having to be smoothed off, some wives may find themselves wondering if their marriages are "on the rocks."

"I believe that much of the way to harmony lies with us," said one girl.

"We have to stop being resentful about the husband 'taking over' again on his return. We should say to the children when they ask for anything, 'You'd better see your dad.'"

"I have always remembered my husband once saying to me, 'You have to be strong to be weak.'"

"The words can point the way when the going gets rough."

I find it hardest with the children. How can you explain?



The kind of picture which says what nursing is all about — without needing any words. Senior Naval Nurse Susan Griffin, of Templecombe, has been at Changi Military Hospital, Singapore, for a couple of months, working hard but also enjoying the outdoor life of swimming, sailing and riding. The little patient is Kirenjeet Singh, whose father is in the Royal Artillery.



...AND PRAISE FOR THE NAVAL WIVES' INFORMATION SERVICE

A pat on the back for the Naval Wives' Information Service, and for the general care devoted to the families, was given by Mrs. Jeannie Keets when speaking to Navy News about "fortnight-lits."

"I shall never forget when we all had to leave Malta rather hastily," she said.

"The way we were looked after on arrival in

the U.K. was marvellous. The married quarters people even helped me to make the beds."

Mrs. Keets said she had a travel problem, and was being given every possible help by the N.W.I.S.

"It is fine having someone to turn to when you need advice which is not emotional or domestic. I am most grateful for what has been done for me," she said.

Sing a song of success!



Navy News

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The "star-spangled" 1st Devonport (H.M.S. Drake) Girl Guides and Brownies have achieved the remarkable total of 33 Queen's Guide awards, as well as four silver and seven bronze awards under the Duke of Edinburgh's Scheme.

Over the years the members have raised many hundreds of pounds for charities, the efforts including sponsored knits, swims, walks, and sing-songs. The main fund-raising event is the annual May Fayre at H.M.S. Drake.

At present there are 56 Brownies, Guides, and Rangers meeting under the leadership of Guide Leader Mrs. L. Cooper and her assistants.

Members of the company are pictured here around the camp fire at a presentation evening when awards and badges were handed over by Vice-Admiral Sir Lancelot Pelle and Commodore R. W. Garson (H.M.S. Drake).

ATTACHED DETACHMENTS PLEA

"Send only married men" was the plea from the Falkland Islands as a detachment of Royal Marines departed for the U.K. with seven brides and three brides-to-be.

Local bachelors outnumbered the girls by six to one, and they are most displeased at the present rate of "exports."



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Round London—by dinghy and paper clip

RIGHT, SAID FRED

By Lieut.-Cdr.
Gidley Wheeler

Inflatables in lock negotiation activity during the Round London Marathon.

I'm old enough to know better, I suppose. And perhaps the Round London Inflatable Marathon should be beneath the dignity of one such as I — the Flag Officer, Canal Fleet (short title FOCF, please).

But the editor of Waterways News, one Sheila Doeg, is a lady of forceful personality, and when she said wasn't it about time the Navy entered a team for this annual event I rose, willy-nilly, to the challenge.

I chose ex-field gunner CPO Fred Bright (Captain of the Fleet) as my crew and we did a couple of practice runs over the 40-mile course, which starts and ends at Putney and follows the Thames to Limehouse and the Grand Union Canal through London to Brentford.

We practised carrying the dinghy past the locks, and once I had established that Fred was a member of the one-eighty club we had no difficulty in navigation, for it then became an easy matter to go left when he said right. This technique turned out to be completely foolproof, and we never got lost.

We're off!

The big race started at Saturday midday. There were 70 assorted inflatable craft lined up on the hard at Putney, and we were number four to go in the 15-second interval start.

TV cameras trained on us; the countdown started; numbers one to three splashed their dinghies into the Thames. Fred said: "Two-six, lift!" for the first of many times; the starter said: "Go!"; we ran down the slope, launched the boat and upheld the finest traditions of the Service by managing to start the outboard on the first pull of the starter. We were off.

Having maligned Fred's unerring ability to face in the wrong direction, I have to admit that my own navigation wasn't too hot, either. Using an A to Z map of London and bent paper clip, I had worked out the time we should pass underneath each of the London bridges on the way down to Limehouse Dock (boats were limited to 8 m.p.h. on the river and 4 m.p.h. on the canal). Unfortunately, I must have used the wrong end of the paper clip for one of the stretches, and this resulted in our arriving five minutes late.

Royal Navy team for the Round London Marathon — Lieut.-Cdr. Gidley Wheeler (left) and CPO Fred Bright.



The tide was fully out. Three or four dinghies were alongside the ladder where there was water, but on the far side of a mound of black mud, a ladder was free. As we paddled our way over this mud, the crowd at the top of the 30-foot high ship lock looked down and jeered, delighted at the prospect of seeing a real live naval officer and his mate fall in the black and slimy.

But it was not to be. With a rope over his shoulder, Fred did a Joan of Arc up the ladder and pulled up the petrol tank after him. I then joined him, and we hoisted the dinghy up after us. Within a minute or two, we had the boat back in the water and were heading for the first lock of the Regent's Canal, having overtaken a respectable handful of boats.

Major problem now was how fast to go. My A to Z map had given way to Sellotaped pages of the Inland Waterways map, but the speed-time-distance calculation was still subject to paper-clip error. We bumbled along, avoiding partially-submerged obstacles, carrying the boat past the locks, removing the occasional plastic bag from the prop, and fortifying ourselves with whisky heavily laced with coffee. After a 15-minute compulsory stop at the City Road lock, we were off again, peering our way through the mile-long Islington tunnel, to arrive at the end of the first leg five seconds early, paper clip time.

Second leg

The second leg of this exercise in aquatic masochism started (after a short disagreement on how much petrol we needed) at nine the following morning. We discovered that our first day's efforts had put us tenth, with 60-odd penalty points. Determined — as always — to do better, I had elected to improve our timing by using the metal end of an India tag to measure the half miles on this part of the course, as I believed this to be a more accurate instrument.

There was a long, featureless stretch of canal at first, and every now and then suspi-

cious individuals on the tow path would look at stop watches and jot notes on pads.

We chatted to the R.N.R. London Division boat and passed the time of day with the Royal Marine Reserve team, who seemed to be going worryingly slowly. In fact this latter boat, commanded by Lieut. Dixon, RMR, was to win the race, with the lowest number of penalty points. Perhaps we should have worried harder.

Gradually, we found ourselves overtaking the field. The Hanwell flight of locks provided a gruelling obstacle to carry the boat past, and this was indeed our finest minute, as we overtook a sweaty pair of Paratroopers. Soon we were at the Thames Lock, lowering the boat down on to the mud and wading into the city water to get the boat into the Thames proper.

Downhill

After that, it was all downhill, so Fred told me the story of his life. I learnt that he had been swept off the fo'c'sle of H.M.S. Torquay in an Atlantic gale some years before and had dislocated both arms and suffered a complicated fracture of the leg.

The end came in sight. A crowd was waiting at Putney to see us in. Then, in the last 100 yards, the engine coughed. We were running out of petrol.

Gently, Fred cradled the red petrol tank in his arms, swaying it to and fro and murmuring to it. We crossed the line, headed for the shore, and arrived with the outboard running on fresh air and goodwill.

We came eleventh — heavily penalised for going too fast.

A few days later, I received a telephone call from the editor of Waterways News.

"I thought you did very well!" she said. I wasn't so enthusiastic.

"But you weren't expecting to win were you?"

Frankly, I was. And next year we shall. With a Pattern No. 16 wire staple (coppered and chisel pointed) to measure the distance.

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Amazon adopted by Wrens



"Wrens at sea?"
"Certainly" was the answer to Commandant Mary Talbot, Director of the Women's Royal Naval Service, when she visited the Royal Navy's latest frigate, H.M.S. Amazon.

Commandant Talbot's visit marked the beginning of the adoption of the Amazon by the W.R.N.S., and

every opportunity will be taken to have Wrens at sea for a day.

With the Commandant "in command" on the bridge of the Amazon are (left to right) Third Officer Barbara Evans (her P.A.), First Officer Carole Watt and Third Officer Carole Masters (H.M.S. Dauntless).

The Women's Royal Naval Service, whose members have a popularity far removed from the legendary image of the Amazon females, are nevertheless adopting the new frigate of that name.

It is, however, a most appropriate choice, because the new Chief Commandant of the W.R.N.S., Princess Anne, launched the ship in April, 1971.

The Amazon is likely to be represented at W.R.N.S. ceremonial at the new entry establishment, H.M.S. Dauntless, and the commanding officer (Cdr. John Bingham) will take every opportunity to get members of the W.R.N.S. to sea for a day, and show them a warship in action.

Princess Anne will be top of the list for an invitation, if her engagements allow.

Her Royal Highness is taking a keen interest in Wren subjects, not the least being the question of uniform changes — traditionally a matter in which Royal consideration can mean much more than a formality.

Sneaky snake in the car

A group of sailors and a mongoose have come together to thwart an ambitious snake's designs on a captain's seat.

When Capt. Tom Clack, resident naval officer in Singapore, moved house into the Woodlands naval basin, he did not bargain on one piece of "luggage" which went with him — a snake.

The unwelcome house guest was accidentally picked up in a roll of chicken wire, which was then loaded into the back of the captain's estate car. The snake was seen to slide out of the roll and under the driver's seat.

THE ANTIDOTE

Later that day, on a visit to H.M. submarine Warspite, Capt. Clack mentioned his reptile problem. Unknown to him, the crew decided to help.

And the best snake antidote? A mongoose. Where to find a mongoose? In the zoo.

The Singapore Zoo kindly agreed to loan Mong — claimed as the fastest snake destroyer in the East — and a delighted Capt. Clack was presented with the mongoose in its cage.

That night Mong was put into the car, still in his cage, and the



car doors left open. By morning he had by his very presence, apparently frightened off the reptile.

In recognition of Mong's service, three sailors from the Warspite presented him with a ship's badge to decorate his cage when they returned him to the zoo.

Like plenty of other animals, a mongoose isn't exactly photogenic, but the cameraman did his best at the presentation ceremony. PO Andrew Dobson, instigator of the scheme, is seen thanking Mr. Barnard Harrison, the zoo's assistant administrative officer, with MEM Alan Smith (left) and LS Jinky Brady.

Slightly sordid footnote: Although Mong performed admirably against the snake, he also did his duty on the back seat of the captain's car!

DIVERS ON DISPLAY

The Admiralty Experimental Diving Unit, with a tank and under-water operators, will form an important part of Oceanology 75, taking place at Brighton from March 16 to 21.

More than 300 organizations from 20 countries will be represented at the event, which is the third world exhibition and conference for the exploitation of the sea and seabed.

The Admiralty divers will be on view working under water with tools and deep-diving breathing apparatus, using medical monitoring. Under-water television will be used to cover the live demonstrations and some of the work will also be illustrated by a working demonstration of electrical safety under water and the research of heating the diver at depth.

Visitors to the stand will be able to try the effects of helium for themselves. The latest semi-closed-circuit deep-diving breathing apparatus will be on view.

SOVIET VISITOR

Among ships visiting Oceanology 75 will be the coastal survey vessels, H.M.S. Fox and H.M.S. Fawn, and the diving ship H.M.S. Reclaim.

The Hydrographer's Department will be illustrating their work, including charts and other hydrographic publications which are used world wide.

Much interest is likely in the visit of a modern Soviet biological research ship of 3,800 tons.

With the exhibition is the international conference, "Into Deeper Waters," those taking part in sessions including Rear-Admiral Sir Edmund Irving (former Hydrographer of the Navy) and Lieut.-Cdr. Harry Wardle, R.N. (ret).

French officer wins R.N. trophy

Daniel Galmiche, officer de 1 classe des Equipages, of the French Navy, has won the 737 Squadron Devenish Trophy, as the most improved student completing operational flying training courses. The presentation was made at Portland.

Daniel now joins 819 Squadron, based at Prestwick, as part of a two-year exchange arrangement between the Royal Navy and the French Navy.

Sprouts and Sultans

"Here you are, you lucky people . . . nothing but the best . . . I'm giving 'em away at 5p a pound."

POMEM Charlie Drake (below) tries his hand as a vegetable salesman while getting to the root of the facts for the general studies section of his mechanician's qualifying course at H.M.S. Sultan.

POMEM Drake and three colleagues chose "Covent Garden, Old and New" as their general studies subject and visited the

old market near the Strand and its successor at Nine Elms, Battersea.

A Sultan badge was presented to the Chief Market Officer, Mr. Roberts, at his office in the new market in thanks for help received. With POMEM Drake were POMEMs Charlie Chapman, George Kirkwood and Steve Mulvenna.



Once your service in the forces comes to an end, begin a new career in the Special Hospital Service.

The service runs hospitals for the mentally disturbed who must be looked after under conditions of security.

Nursing in the Special Hospital Service has attracted many servicemen and women since the war. They find it uses their training and experience in a worthwhile way.

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And you'll get 4 weeks paid holiday, increasing to 5 after 2 years.

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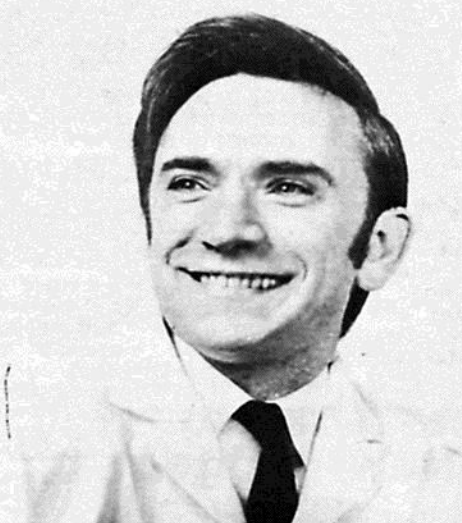
There are 4 special hospitals. Broadmoor in Berkshire (nr. Reading). Rampton in Nottinghamshire (nr. Doncaster). Moss Side in Lancashire (nr. Liverpool). And the new one

just being built at Park Lane, which is also near Liverpool.

Although we're still looking for staff for the other 3, staffing Park Lane is a priority.

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For more information about opportunities and training for Park Lane, and the other 3 special hospitals, fill in the coupon.



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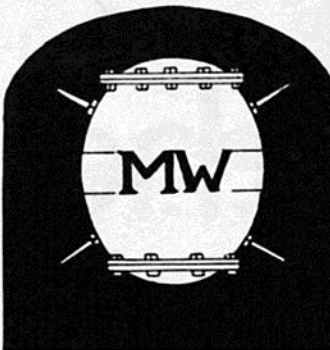
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Address _____
Age _____ Demob. date _____ NN/4

To: The Chief Nursing Officer, Special Hospitals, Dept. of Health and Social Security, PO Box 702, London SW20 8SZ.

"Everybody's trying to get in on the act these days."

'Decorations' for Ops. men

An impression of the new badge for the Mine Warfare sub-branch.



Stars and crowns to indicate professional qualifications are to be worn by members of the newly-formed Operations Branch of the Royal Navy, and the Admiralty Board are to consider adopting the system for other sections of the Fleet in due course.

The present Seaman badge (crossed shackle and marlin spike) will be worn by all new entries to the Seaman Group of the Operations Branch during Part I and Part II training. New entries in the Communications Group will wear the basic wings and lightning flash on entry.

Entry to one of the new sub-branch structures will be marked by the basic sub-branch device worn on the right arm, with a star above for able rate and another star

below for leading rate.

On qualifying professionally for petty officer, the sub-branch device will have a crown above.

New badges for the Mine

Warfare (MW) sub-branch will bear a representation of a horned contact mine enclosing the letters "MW."

Electronic Warfare (EW) ratings will have a badge showing a spider's web crossed by lightning flashes, and the Radio Operator Submarine (RO(SM)) will be designated by wings crossed by lightning flash.

Ratings not involved in new sub-branches will continue to wear their present badges, adjusting to star-and-crown display progressively over the next two years.

Badge changes should be in complete conformity with the new arrangements by January 1, 1977.

DCI (RN) S 200/74

UNIFORM WARNING

Ratings who buy articles of uniform from private outfitters have to satisfy themselves that they are made strictly in accordance with regulations.

Purchases are advised only from outfitters who have entered into a "money back or alteration" guarantee with the Navy.

DCI (RN) S 201/74

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Board to select 'pool' promotions

When selection boards have achieved authorized targets in the choice of chief petty officers to be fleet chiefs, some well-qualified candidates may still remain among ratings who are within two years of the expiry of their 22-year engagement.

After all branch boards have finished sitting, a

"Pool" Promotions Board will be held to select "pool" promotions from among these additional candidates.

By this means, due to an overall shortage, some candidates from branches already filled will be available for vacancies where the duties are of an "across the board" nature.

DCI (RN) S 7

Initiative award

It may not be possible to follow the course of the Amazon or walk the Great Wall of China on a couple of hundred pounds, but any officer or rating with a burning zeal to launch into a project "of an adventurous and unconventional nature" may qualify for that amount of money from the Cunningham Initiative Award Scheme.

However modest the ambition — it is always worth a try.

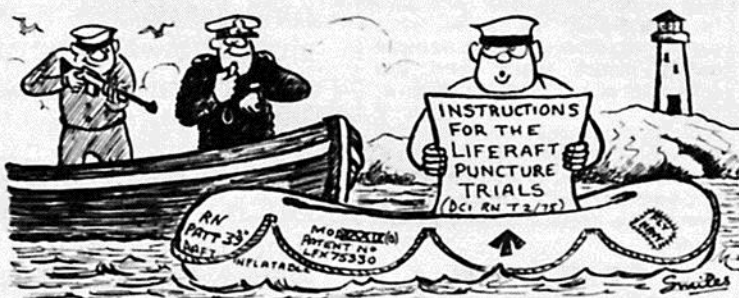
DCI (RN) T 69

Special shoes

Shoes with oil-and-slip-resistant soles are being provided for W.R.N.S. cooks, stewards (G), and Air Maintenance ratings.

DCI (RN) T 74

Inflation's the thing



All those little "desert island shipwreck" cartoons which bring a smile from the pages of newspapers and magazines mean rather more to men of the sea.

Something like that COULD happen to them... One major advance in survival at sea has come about through the inflatable liferaft, the improvement of which is a subject for continuing study in the Service.

Volunteers are needed for one or two weeks at Portland, to take part in trials which are important to anyone who sets foot in a ship.

DCI (RN) T 2

SUBMARINE ESCAPE TRAINING ROUTINES

The Admiralty Board, while fully satisfied that submarine escape training routines give trainees maximum protection, and that the standards and vigilance of the training staff are of a very high order, have

decided that the 100-foot buoyant ascent can be discontinued without reducing the overall effectiveness of the arrangements.

Officers and ratings will no longer be required to re-qualify in escape training in order to remain in continuous receipt of submarine pay.

DCI (RN) T 11 and 15

Prize award

The Boyle-Somerville Prize for 1973 has been awarded to Instr. Lieut.-Cdr. A. M. Morrice, B Sc, R.N.

DCI (RN) T 31

Reference book

When the Stores Accountant Branch was studied by the Naval Manpower Utilisation Unit, members were able to voice their criticism regarding the numerous sources of information to which reference had to be made to obtain instructions on storekeeping and accounting procedures.

Current instructions have now been re-written into one Book of Reference.

DCI (RN) T 39

Sleeping bags

Sleeping bags made of terylene are to supersede those currently provided for loan issue in MCM vessels, inshore survey vessels, PAS craft, etc. The terylene sleeping bags are of the same type as those used in submarines.

DCI (RN) T 59

Holbrook school

Any officer or rating with a son approaching nine-and-a-half years might like to consider the advantages afforded by a boarding education at the Royal Hospital School, Holbrook.

The school has fine modern buildings, occupying a magnificent site on the estuary of the Stour, six miles south of Ipswich.

Despite the strong naval traditions, boys are free to aim at the career of their choice. Full careers guidance is given to all.

DCI (RN) S 4

Allowance

The maximum rate of education allowance for children at boarding school has been increased to a scale ranging from £618 per annum for the eldest eligible child to £768 for the fourth and subsequent child.

For living with a guardian to attend day school, the maintenance allowance is now to be £115 per annum, credited at the rate of 32p a day.

DCI (RN) T 63

For chiefs seeking 'O' levels

Fewer than a quarter of the Royal Navy's chief petty officers at present have the two GCE "O" levels which (from the 1976 Selection Board) are required before they can be considered for promotion to fleet chief.

All chiefs lacking the academic qualifications are to be encouraged to gain them before January 1, 1976.

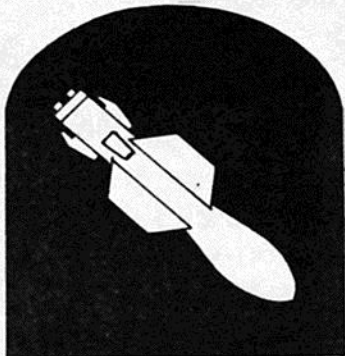
DCI (RN) T 64

Adventurous

Mountaineering, diving, parachuting and sailing enthusiasts may be eligible to apply for vacancies at Joint Service Adventurous Training Centres in the U.K. Volunteers are required from time to time.

DCI (RN) S 13

New badge



The present special skill badge for airborne missile aimers is being withdrawn, and replaced by a new badge, depicting an AS12 missile pointing ahead, to be worn by ratings qualified as airborne missile aimers.

DCI (RN) T 56

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A new approach to machine work—RATS

RATS now have a new meaning aboard ship. It means Rationalized Tool System, and marks the beginning of a change of approach to meet the needs of maintenance on modern machines.

Tool kits have now to be matched to individual machines and equipment (or groups of equipment), rather than to the trades of the ratings who maintain them.

The policy of departmental, rather than personal, loan will in future apply to all departments of new construction ships, starting with the Type 21 frigate.

In existing ships and establishments, personal loan kits are to be checked for any missing articles. Surplus kits are to be returned, and the remainder withdrawn from personal loan, adjusted to the latest standard, and held on departmental loan.

In future, no personal markings will be allowed, and existing markings are to be removed where possible.

The announcement does not apply to submarine, Fleet Air Arm, or Royal Marine ratings or ranks.

DCI (RN) T 36



"Pass me a spanner from that new tool kit..."

Potmess to (NEARLY) caviare

A revolution in the range and quality of food would form one of the major impressions for an old sailor returning to the Royal Navy of today.

Said a recent letter to Navy News, "Where is the potmess with dumplings (stew), straight rush (beef and baked potatoes), or nuts and bolts (mutton stew)?"

Although today's ratings may not have quite reached the Ritz standards of caviare or oysters, it is doubtful if many of them have even heard of the messdeck dietary "delights" which bring a chuckle to the nautical tales of their grandads.

Change on a monumental scale had already taken place when naval catering came to face legal and public scrutiny, which revealed that the organization and what was required of it were no longer in step.

While the Admiralty Board dealt quickly with the immediate need to restore confidence in purchasing methods, they also set about investigating the whole aspect of this section of naval manpower structure.

'New machine'

Some idea of the task of the naval Working Party on Catering can be gauged from a long Defence Council Instruction just issued.

The official announcement recalls that the Board approved in principle the report of the Working Party, and then proceeds to

set out instructions on implementation of matters affecting personnel.

Had it been possible to scrap the whole set-up and start afresh, this would have been difficult enough, but to ensure the fullest safeguards for existing staff necessitates a long-drawn-out process of much complexity.

In effect the new catering machine has to be functioning while the old processes are still ticking over, and while parts are being interchanged without either of the works getting heated up.

That is why the process of change has to be done in measured tread and not at the rush — why the total transformation will not be achieved until some of the authors have said farewell to uniform.

In the long term, catering in the majority of ships and establishments, including both wardroom and ratings' messes, will be headed by the new-style "caterer", either officer or senior rating.

A new recruit entry of "catering accountants" has started this year, and will gradually replace stores accountants on provisions work.

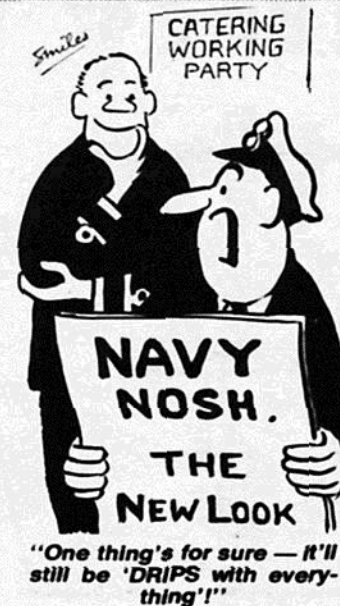
Revised transfer opportunities will be available for cooks and stewards, and until further notice for stores accountants.

The speed of build-up of the new category will be limited by the need to preserve career prospects for men now serving, and by the training capacity of the R.N. Supply School.

In some cases the need for "reserved rights" will continue for ten years — and even beyond if thought desirable.

However, the Fleet will begin to see changes by this autumn, when junior ratings will be seen with the letters "CA" on their right arms. They will not be chief airmen or clerical assistants, but

New catering structure in line with modern eating



the brand new "catering accountants" looking after the sailors' gastronomic interests.

Men at all levels (and Wrens) in the Navy's catering business will be studying their positions and prospects very carefully, and many will need advice to gain the best advantage from the initial complications of the new structure.

The background and thinking behind the Working Party conclusions and implementation are fully explained in DCI (RN) S 27/75).

The Board believe that the result will be an organisation better suited to the needs of the Service, both in relation to the provision of good food for up to 80,000 on a 24-hour basis, and to the creation of a satisfying career pattern.

...AND A FEW MORE DCIs

Catering manual

Accounting regulations affecting provisions and messing are being incorporated in a new publication entitled BR 5 (Naval Catering Manual).

DCI (RN) T 40

Coaching

From golf and sailing to athletics and all the mass-appeal sports, an extensive programme of training and coaching courses is available within the Royal Navy. Full details are announced for 1975.

DCI (RN) T 32

Poster wanted

Good ideas can win useful money, and an eye-catching poster is needed to call attention to the new higher-level "suggestions" awards.

All Service personnel and civilian staff in the Ministry of Defence can enter for the poster competition, the top prize being £50.

DCI (General) T 5

Vacancies

Personnel shortly to be released may be interested in M.O.D. vacancies for specialist teleprinter operators and telecommunications operators in London, Bracknell, and Bicester.

DCI (General) T 17

Horse riding

The existence of the Royal Naval Saddle Club is an indication of the Service interest in horse-riding.

Enthusiasts may like to know that equitation courses (elementary, intermediate, and advanced) are available to students of all ranks from all three Services

DCI (General) T 18

Pay note

Revised arrangements are announced for the payment of Special Service Pay (Hydrographic) and Special Service Pay (Diving), consequent on the introduction of the Operations Branch.

DCI (RN) T 9

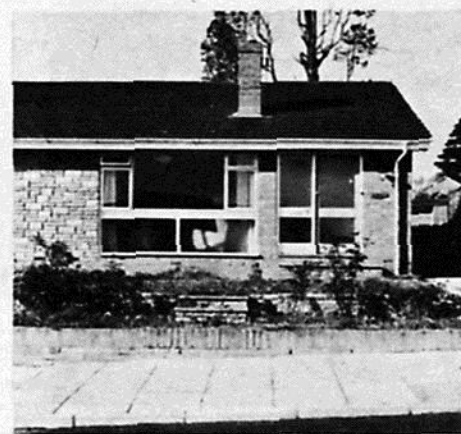
J.S.A.T.

Mountain activities, free-fall parachuting, gliding, sub-aqua diving, and offshore sailing are the Joint Services Adventurous Training Activities at present approved for receiving support from public funds.

The underlying intention of the J.S.A.T. scheme is to awaken interest in the trainee in the hope that he will follow his chosen activity in the various clubs and associations, and to provide a nucleus of instructors whose task it will be to lead expeditions and pass on their learning to other Service men. Many courses are available at J.S.A.T. centres.

DCI (General) T 32

FORCES HOME PLAN It had to happen



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Most people dream of owning their own home. But for every two people who want to buy a house in Britain only one succeeds — and it is getting tougher all the time.

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personnel told us there was a pressing need for such a service.

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Forces Home Plan has no easy answer for people who want a house tomorrow, but the right combination of professional advice and practical help for people who want to buy a house of their own — whether it takes them one year or ten. We really can make your dreams of 'home sweet home' come true.

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CHARACTERS ON THE HONG KONG SCENE

Jenny of the paint pots



One of the best-known and most popular figures around H.M.S. Tamar is Jenny, who with her side-parties has been responsible for painting Hong Kong-based and visiting H.M. ships since 1928. One of the latest ships to receive

the treatment is H.M.S. Falmouth, and as a token of the ship's thanks for a job well done the commanding officer (Commander C. C. Giles) followed the tradition of presenting Jenny with a cake. He and some of the ship's com-

pany, together with members of the side-party, posed for the happy group picture above.

The Commander-in-Chief Fleet (Admiral Sir Terence Lewin) has also had a meeting with Jenny, who for the occasion was wearing a medal presented to her by H.M.S. Dorsetshire in 1938, with bar presented by the captain of H.M.S. Berry Head in 1969.

The meeting took place in H.M.S. Chichester during the C-in-C's three-day visit to Hong Kong, where he also met sailors and families associated with H.M.S. Tamar and the Hong Kong Squadron.

Jenny has a fund of knowledge of the hundreds of ships she and her side-parties have worked on, and happily reminisces about the past. But there is one topic of which she persistently shies clear — her age.

Photo: Sergeant S. C. Leeds, R.A.F.



TAMAR'S 'MIGHTY ATOM'

A man whose efforts and enthusiasm have earned him a title "The mighty atom," CPO Chui Yun Ning has been promoted fleet chief petty officer.

The most senior rating in the Hong Kong Locally-entered Personnel Division in H.M.S. Tamar, FCPO Chui — who stands less than five feet — joined the Royal Navy as an able seaman in 1946 and latterly has been responsible for the many boat traffic routines associated with Tamar.

In the picture the Commodore Hong Kong (Commodore J. A. C. Evans) presents him with his new badge, while his wife looks on. FCPO Chui and his wife live at Kowloon and have eight children.

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ARK MEN SET SAIL

It's "Westward Ho!" for ten members of the ship's company of H.M.S. Ark Royal, preparing to tackle the Atlantic in H.M.T.Y. Adventure, the Royal Navy's entry in the Round-the-World yacht race.

Manned by her Ark Royal crew, the Adventure set off in early February for the United States, skippered by Lieut.-Cdr. Leslie James, of Plymouth. The aircraft carrier and other Royal Navy ships are due to exercise off America's east coast in the spring and the Adventure plans to join up with the warships during early March. She is then to be used by crews from the ships for sail training and adventurous training in American waters.

SHOW APPEARANCES

A Nicholson 55, the Adventure is based at the Joint Service Sailing Centre, Hornet, Gosport, where she is due to return in mid-May. Before leaving for the United States she had "starred" in her second London Boat Show. Between that show and her previous show appearance she had clocked up 47,000 miles, including her epic round-the-world voyage.

This year the Joint Service Sailing Centre is getting into top gear with an increased complement of yachts, full programme of courses and adventurous training passages — DCI(Gen) T.32/75, Annexe D, gives an outline.

Details of specific naval courses, some of which are designed to train a corps of full and part-time adventure sail training leaders, are being published in Naval Home Command Temporary Memoranda (HTMs).



The Ark Royal crew for the Adventure (left to right): MEA(H) Tim Sales, Lieut. Malcolm Robson, FCOEA Pat McSherry, CMEA(H) Maurice Shergold, Lieut. Jim Ferguson, POREL(A) Don Savill, RS Jim Kennedy, Mech. 1 Pony Moore, Lieut. Roger Caesley and Lieut.-Cdr. Les James.

AIRFIX NEW MODELS FILE

KM PRINZ EUGEN

The heavy cruiser Prinz Eugen, the third ship in the Hipper class, the others being Hipper and Blucher, was launched in August 1938.

The Prinz Eugen first saw action in 1941 when she joined the Bismarck in Norway. They broke out into the Atlantic on a commerce raiding cruise and despite being shadowed by British reconnaissance, they made the northern reaches of the Denmark Strait.

Early the next morning, in an exchange of fire, HMS Prince of Wales was severely damaged and HMS Hood was sunk. Prinz Eugen then pulled out into the Atlantic to act as a decoy for the Bismarck and to continue the commerce raiding sortie. However the Bismarck was sunk by units of the Royal Navy.

Prinz Eugen then spent seven months in dock before Hitler ordered her return together with the Scharnhorst and Gneisenau, to Norway via the Channel. Sustained British air and surface attack failed to halt the ships during their passage up the Channel which was particularly alarming for the British whose dominance of the Channel was almost without question. But a fortnight later a torpedo from the submarine HMS Trident wrecked the Prinz Eugen's stern and she was out of action again until late 1942. Following repairs, the ship spent the rest of the war supporting the

German armies by bombarding Russian positions from the Baltic.

After the surrender the Prinz Eugen was taken to Boston having been allotted to the United States, and in 1947 she capsized following the Bikini Atom Bomb test. An ignominious end to a proud ship.

The Airfix model depicts the ship as she sailed to Norway in 1942, and features moving gun turrets, separate seaplanes and full battle armaments. A splendid detail-perfect model.

For up-to-date news and details of Airfix models get the Airfix magazine, price 18p.

Also available are a set of detailed Airfix Books. These give all the background information to such models as the HMS Victory, Cutty Sark, Mayflower, Spitfire, Messerschmitt Bf 109, P51 Mustang and Hawker Hurricane.



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of construction kits.**

Technical Details

Launched: 1938

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Top speed: 32 knots

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nautical miles

Displacement: 18,400 tons

Crew: 1,600 men

Armaments: Eight 8" guns
in 4 turrets.
12 4.1" guns in
6 mountings.
37mm single
mounts.
20mm quadruple
AA guns.
6 torpedo tubes.
3 Arado 196
twin-float
reconnaissance
seaplanes.

DIOMEDE'S WASP RESCUES PILOT



The crew of H.M.S. Diomedes' Wasp helicopter (above) rescued a Singaporean jet pilot from the South China Sea after a collision between two Hunter aircraft.

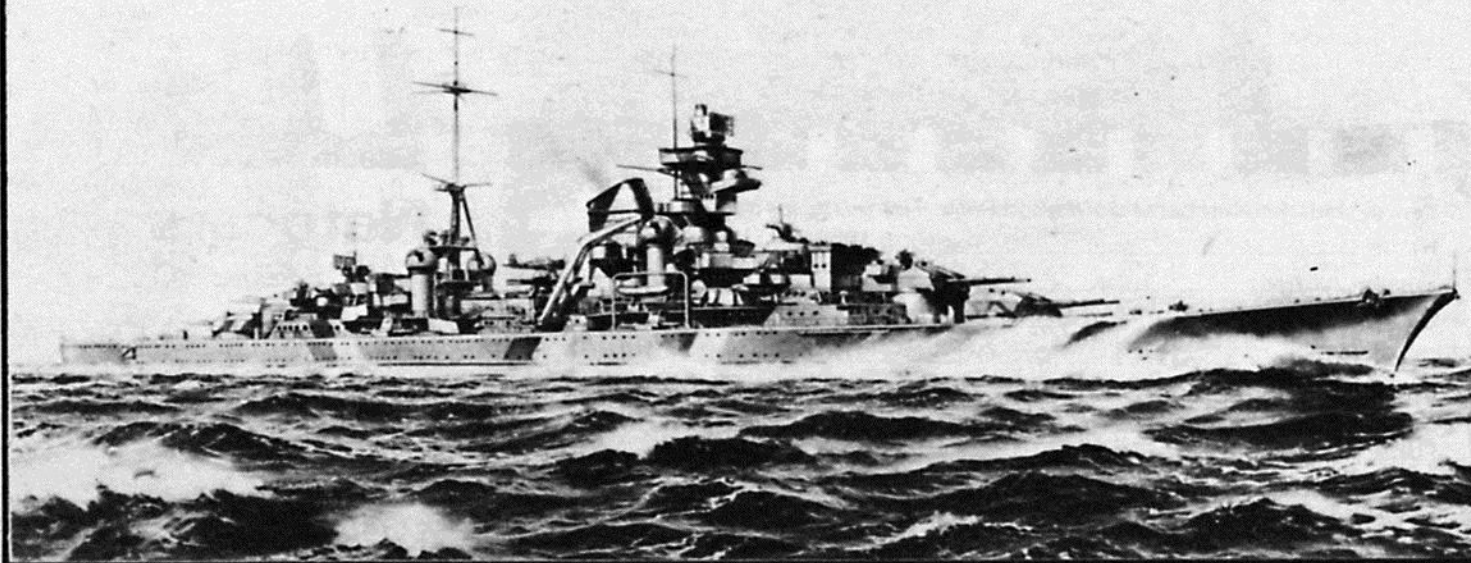
The pilot's parachute was spotted by PO Irvine on board the Diomedes eight miles away and the Wasp was launched, with Lieut. Ian Thorpe (left) as pilot and Flight Lieut. Ian Booth (right) as navigator.

Leading Aircrewman Terry Wellman-Matthews, the third member of the Wasp's crew, winched the pilot out of the sea

after only 20 minutes.

Back on board the Diomedes the pilot was treated for minor injuries by a doctor from an Australian destroyer which had been exercising with the Diomedes, H.M.S. Lowestoft and four Singaporean Hunters. The second aircraft involved in the collision was flown back to its Singapore base.

IT TOOK AN ATOM BOMB TO SINK THE CRUISER THAT ELUDED THE ROYAL NAVY.



NAVY NEWS IN BRIEF

Coins of 13 different currencies, saved over two-and-a-half years, enabled the ship's company of H.M.S. Jupiter to give £500 to the Guide Dogs for the Blind organisation.

Cash donated by the CPOs' mess of H.M.S. Ark Royal helped the Plymouth Toy Library Association, the members of which can borrow toys to delight any child.

A huge aluminium mould has been constructed by Devonport Naval Base for "plastic" mine counter-measures vessels to be built by Vosper Thornycroft at Southampton.

The public had an opportunity to visit H.M.S. Whitby during a three-day stay at Greenwich.

H.M.S. Amazon raised £56 for the Southampton Association for the blind.

Ratings from H.M.S. Inskip did a 70-mile "sponsored bed push" from Blackpool sea front to Manchester, and raised £230 for an old folks' home.

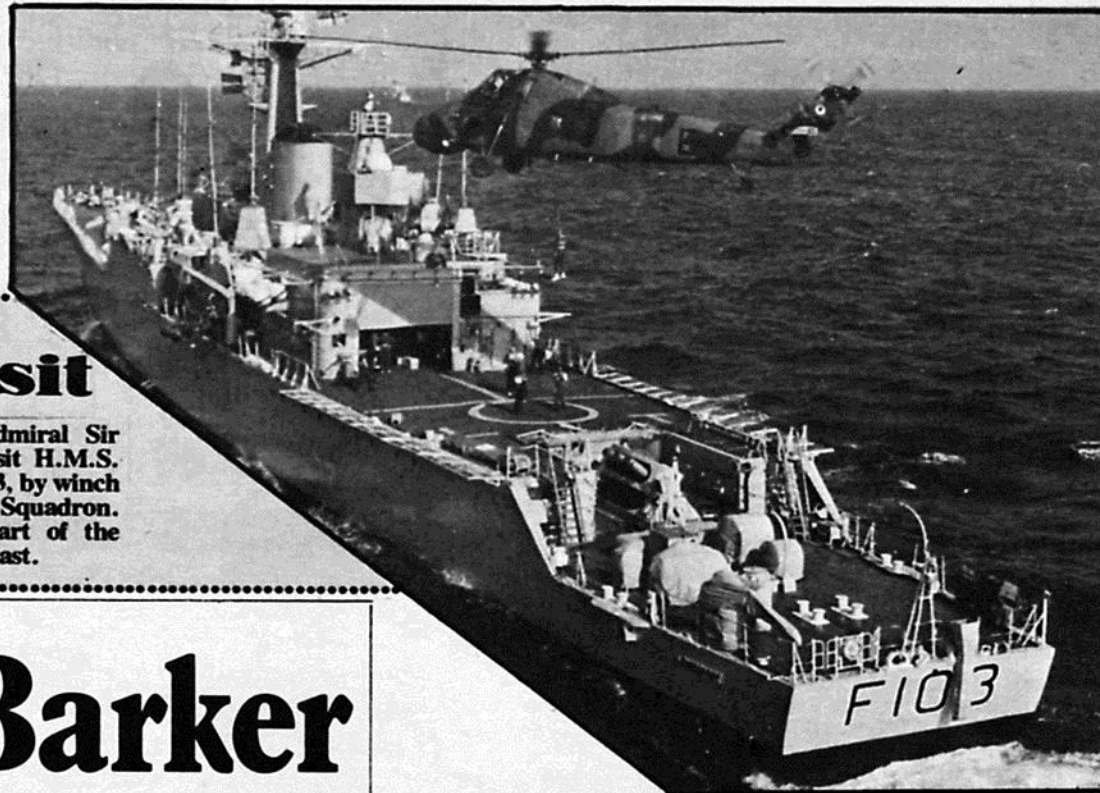
The shield awarded annually to the Naval Air Command supporting unit contributing most to flight safety has been made for 1974 to the Naval Air Support unit, R.N. air station Yeovilton. It was presented to Lieut. Peter Redpath and EAI Donald Porter by Rear-Admiral B. Mungo.

Local school children were entertained on board H.M.S. Falmouth during the frigate's visit to Hong Kong.

Visiting the Vickers shipyard at Barrow, the Navy Minister (Mr. Frank Judd) saw progress on H.M.S. Invincible, the nuclear submarine Superb, and the Type 42 destroyer H.M.S. Sheffield.

Flying visit

Commander-in-Chief Fleet, Admiral Sir Terence Lewin, drops in to visit H.M.S. Lowestoft, pennant number F103, by winch from an R.A.F. Wessex of 103 Squadron. The visit, off Malaya, was part of the Admiral's tour in the East.



Read why Ronnie Barker recommends Natocars

"I recommend anyone in the Forces who is in the market for a new or used car to write to Natocars because I believe that they offer you the best all-round deal available. Whether you are based at home or overseas and want a TAX FREE or TAX PAID motor, I don't think you will do better than Natocars no matter what problems you face with finance, delivery, part-exchange or insurance.

"How do I know that? I made it my business to find out about Natocars before I agreed to appear in their advertising film for SKC Cinemas overseas. I was genuinely impressed with the range of vehicles they offer and their ancillary services, but most of all with the people who run and work for the firm.

"I liked the way that you deal with only one member of staff from start to finish and not a lot of different departments. It was nice to see a firm that dealt with all enquiries and letters the day they arrived. I was pleased that the Information Pack did away with the usual high-pressure motor trade salesmen, and relieved to see that Natocars give you the right advice even if it means losing a sale. Even the workshop staff try that little bit harder to ensure that each car reaches you in as near perfect condition as possible.

"To sum-up, Natocars seemed to me to be a firm that tries very hard to keep faith with its customers, and that's why I recommend them to you."

Ronnie Barker

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Appointments

NEW VICE-ADMIRALS

Rear-Admiral R. D. Lygo is to be promoted vice-admiral on April 7 and to be Vice Chief of Naval Staff in August.

He trained as a Fleet Air Arm pilot during the last war and flew operational sorties in Arctic, Norwegian and Pacific waters. Later he commanded H.M.S. Lowestoft and from 1967-69 was commanding officer of H.M.S. Juno and captain of the First Destroyer Squadron.

In 1969 he was manager of the Royal Navy entry in the Daily Mail air race when Fleet Air Arm aircraft set up records for the Atlantic crossings, then for two years he commanded H.M.S. Ark Royal. In 1972 he became Flag Officer Carriers and Amphibious Ships, and last year Director-General of Naval Manpower and Training.

Rear-Admiral A. S. Morton, who also becomes a vice-admiral on April 7, served on Russian convoys in the last war. He commanded H.M.S. Appleton and the 100th Minesweeping Squadron in 1957-58 and subsequent commands have included H.M. ships Undine, Rocket, Yarmouth and the 20th Frigate Squadron, and Sea Eagle, the Londonderry naval base.

In 1971 he became senior naval member of the Directing Staff at the Royal College of Defence Studies, becoming Assistant Chief of the Defence Staff (Policy) in 1973.

HYDROGRAPHER

Capt. D. W. Haslam is to be promoted rear-admiral on July 7 and to be Hydrographer of the Navy in September.

His appointments have included command of the survey vessels H.M. ships Dalrymple, Dampier and Owen, and later he became Hydrographer of the Royal Australian Navy before commanding the ocean-going survey vessel H.M.S. Hecla.

Since February last year he has been Assistant Director (Naval) of the Hydrographic Department, based at Taunton.

SURGEON REAR-ADMIRALS

Surgeon Capt. H. R. Mallows is to be promoted surgeon rear-admiral on August 30 and to be Surgeon Rear-Admiral (Ships and Establishments). Before becoming Command Medical Officer, Naval Home Command, he was Director of Studies and Director of Environmental Medicine at the Institute of Naval Medicine, Alverstoke.

Surgeon Commodore J. S. P. Rawlins is to be promoted surgeon rear-admiral on March 22 and to be Medical Officer in Charge Institute of Naval Medicine and Dean of Naval Medi-

cine. Since 1970 he has been on the staff of the Medical Director General (Navy), latterly as Director of Health and Research.

Surgeon Capt. P. D. G. Pugh is to be promoted surgeon rear-admiral on June 30 and to be Surgeon Rear-Admiral (Naval Hospitals). Last year he took up the appointment of Medical Officer in Charge of the R.N. Hospital, Malta.

Other appointments recently announced include:

Commodore J. S. C. Lea. For duty with Chief of Fleet Support. March 17 (To continue to serve as commodore).

Commodore W. T. T. Pakenham. For duty inside MOD with ACDS(Sigs). March 28 (To continue to serve as commodore).

Capt. P. M. Stamford. For duty inside MOD with COSSEC July 8 and as SECCOS September 23 (To serve as commodore).

Capt. K. C. D. Watson. Director of Defence Operational Requirements Staff. March 28 (To serve as commodore).

Capt. D. M. Eckerley-Maslin. Fife in command. April 11.

Capt. J. F. Cadell. As Capt. R. N. Presentation Team. March 27.

Capt. A. Caudagli. Naiad in command. March 3.

Capt. C. A. Pask. As Naval Deputy to UKNMR SHAPE and commanding officer R.N. Element SHAPE. May 23.

Cdr. M. H. Livesey. Lochinvar in command and as Capt. MCM and Capt. Fishery Protection. April 17 (Granted acting rank of captain).

Cdr. J. L. Weatherall. Tartar July 17 and in command.

Cdr. M. G. T. Harris. Sovereign December 1 and in command.

Cdr. E. S. J. Larken. Glamorgan in continuation and in command. Feb. 10 1975.

Cdr. R. H. C. Heptinstall. Mermaid July 23 and in command.

Lieut-Cdr. D. W. W. Burnside. Dundas May 5 and in command.

Lieut-Cdr. W. J. M. Coles. For duty with ACR for Severn Division R.N.R. April 28 and as Staff Officer and for Venturer in command.

Lieut-Cdr. M. J. Larmuth. Hardy April 14 and in command.

Lieut-Cdr. M. W. Kennis-Betty. Eastbourne in command. June 16.

Lieut-Cdr. R. C. Moore. Brinton in command. February 14 1975.

Lieut R. Ward. Hubberton July 1 and in command.

Lieut J. N. Martin. Highburton August 5 and in command.

IN MEMORIAM

T. E. Tate. FCPO(BT). J712991. H.M.S. Nelson. January 17.
D. E. Graveling. MEA(H)1. M833834. H.M.S. Lochinvar. January 18.
J. E. Parsons. A/LMEM. D104414. H.M.S. Sultan. January 27.
Cdr. T. M. B. Seymour. February 8. R. P. Howes. CEM1. D127099. H.M.S. Argonaut. February 9.
J. S. Tattersall. RPO. M818070. H.M.S. Osprey. February 3.
Mrs. Barbara Tattersall, Debra, Gail, and Sara thank all at Portland and H.M.S. Sultan, and all friends, for their help and support during John's illness and since his death.

G. C. Part (ex-CPOG), D.S.M., B.E.M., head shipkeeper, H.M.S. Sussex (1962-1969). January 31.

Dope from the deep

A haul valued at £120,000 was all in a morning's work for five Royal Navy divers in Hong Kong.

The Royal Hong Kong Police Narcotics Bureau had received information of drugs in Picnic Bay on Lamma Island south of Hong Kong, and searched the shore with drug-sniffing dogs and the seabed with grappling hooks, without success.

THIRD DIVE

The Royal Navy team which went to help next morning consisted of CPO Julian Macrae-Clifton and LS Nick Matthews, both of H.M.S. Tamar, AS Martin Brown and LMEM Alan (Jacko) Jackaman, both of H.M.S. Chichester, and PO Ray Vesey, of H.M.S. Yarn-ton.

"Jacko found the drugs on

the third dive," said CPO Macrae-Clifton. "There were three sacks, tied together with nylon rope, in about 30 feet of water, resting on the seabed about 30 yards from the shore. They contained 100 kilograms of raw opium."

Naval divers in Hong Kong are called on to help the police three or four times a month,

often on drug searches but also frequently to seek weapons used in homicide cases.

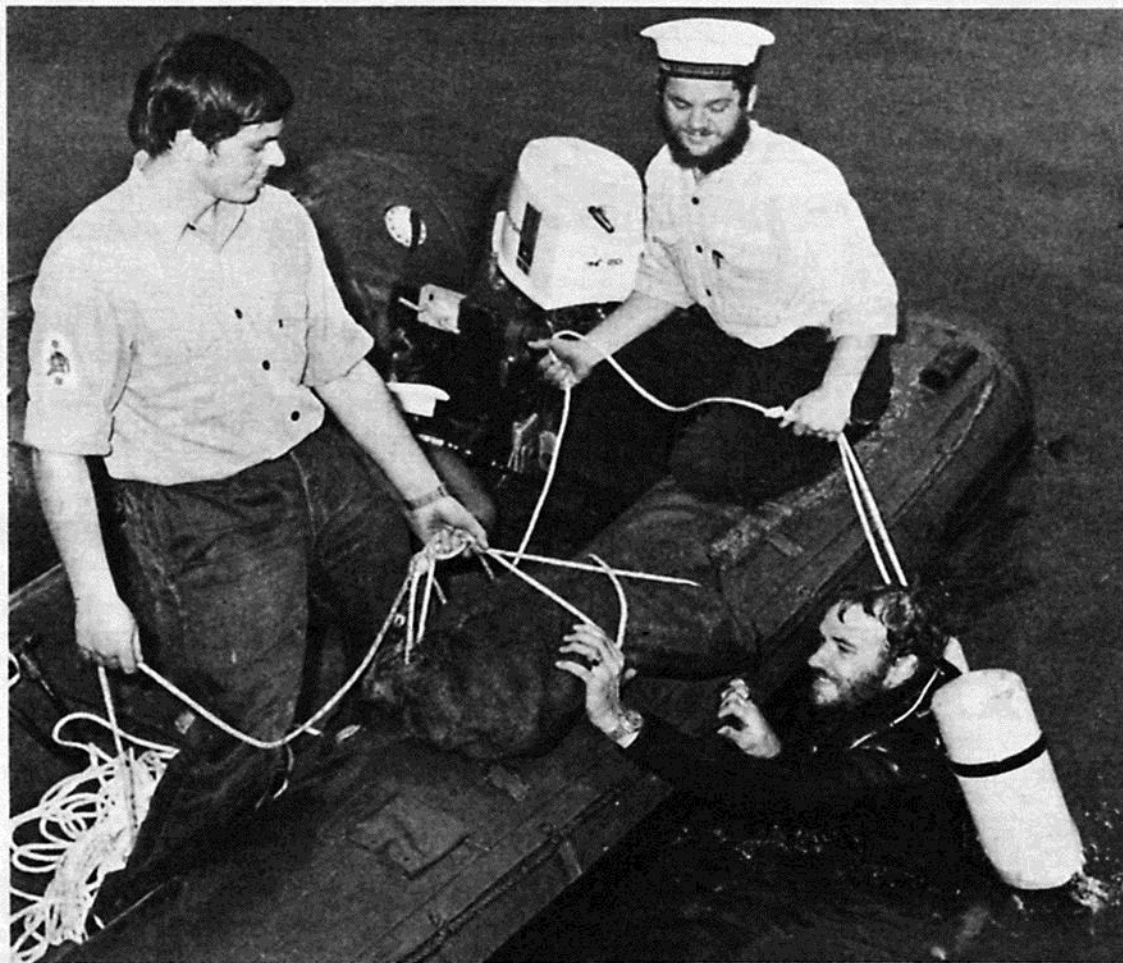
MUDDY

Their last "big-money" haul was about a year ago when they retrieved £80,000 worth of narcotics.

"Hong Kong is not a very good place for diving because

the water is dirty and the bottom muddy," said CPO Macrae-Clifton. "Even so, it is not as bad as the Thames or the Tyne, which are black with just about no light at all."

Demonstrating how it's done are LMEM "Jacko" Jackaman, emerging from the deep; AS Martin Brown, at the tiller; and LS Nicholas Matthews.



NAVY NEWS IN BRIEF

When three ships of the Standing Naval Force Channel visited Dartmouth, Commander P. McLaren, who commands the Force, welcomed the Mayor of Dartmouth on board H.M.S. Nurton.

★

One of the oldest types of relief from death duty — on the estates of members of the Armed Forces who die on active service — is now to be applied to capital transfer tax, the Government having accepted an amendment extending the exemption indefinitely.

★

The Bulawayo Trophy, the annual award for the best ship's exped. or series of expeds., has gone to H.M.S. Bulwark. Exped. members from the commando carrier walked the 100-mile Cleveland Way.

★

On her first visit to the George Cross island H.M.S. Herald, the newest survey ship, entered Grand Harbour, Malta, on January 24. Several other calls are likely in the next few months.

★

Chiefs from H.M.S. Daedalus visited the London home of Gordon's Gin and after a tour of the distillery were entertained to lunch.

Rail fares shock caused by 'mistake'

Naval men in the Portsmouth area, trying to spend week-ends with their families in north-west England, were shocked to learn that cheap tickets had been withdrawn by British Rail, at the same time as a general increase came into effect.

Said one chief petty officer to Navy News: "The fare for my trip has gone up from £7.54 to £11.66."

However, all is well. British

Rail says that the omission of the cheap fares was a mistake. For instance, the new price for the CPO's journey is £8.50 and not £11.66.

Anyone who paid the higher rate should claim a refund.

First view of a '48'

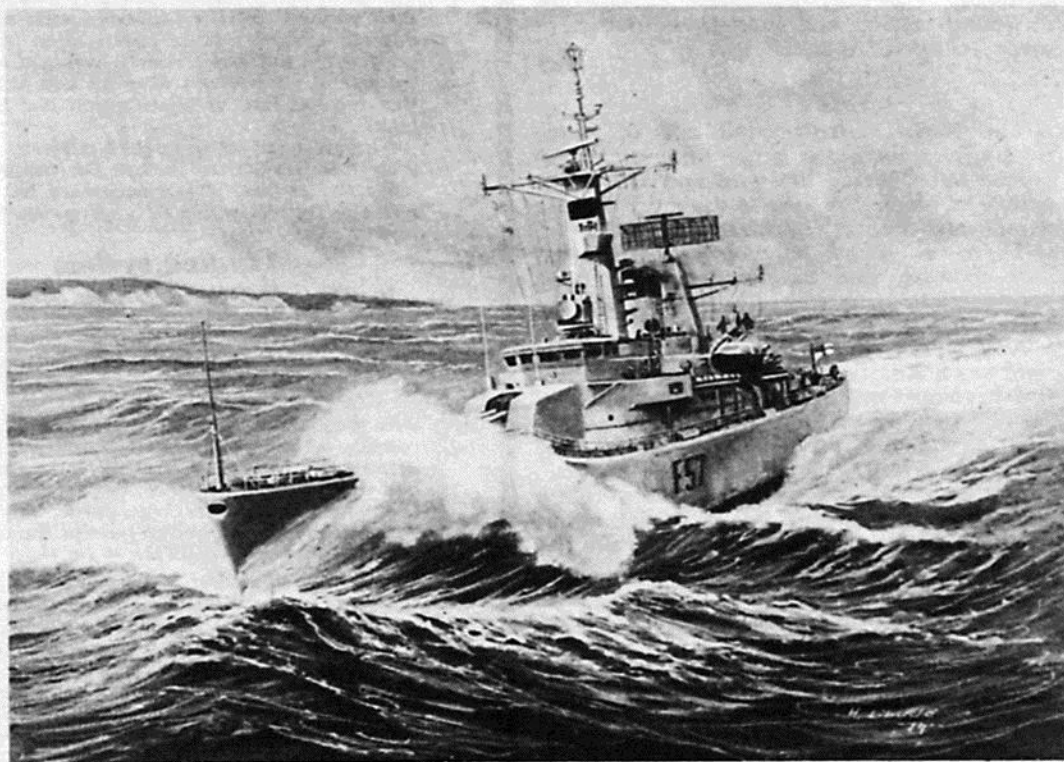


When the Commodore H.M.S. Nelson (Commodore J. S. C. Lea), in his capacity as Chairman of the Navy News Management Committee, watched the printing at The News Centre, Hilsea, of the paper's first 48-page edition, two members of his staff were also able to have a pre-view of the issue.

Looking over one of the first papers from the press are Chief Cook Glyn Williams (left) and Petty Officer Nick Paton.

The extra eight pages are to cope with increasing editorial requirement and a high level of advertising support.

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NEWSVIEW

Plea for the Lesser Seagull

In the United States Navy, girls flying from port to port to greet their husbands' arrival have won the title of "seagull wives," but on this side of the Pond (as ever) one has to be content with delights on a more modest scale.

So it is that with the withdrawal of the Royal Navy from overseas bases, the wives are now content to enjoy a fortnight or so abroad while their husbands' ships are in port for maintenance.

There is, of course, the occasional difficulty — such as when the husband finds at the last minute that he is not going to be there after all. Carefully-laid plans have to be unwound again, and long-drawn-out pleas made to avoid financial loss.

LOVE FLIGHTS

The Navy doesn't mind talk of "love flights," or whatever other romantic tag is placed upon seeing the wife and kids for a couple of weeks, so long as the more prosaic details are properly understood.

There are occasional voyages which last nine months, and the families have been heartened to hear that a plan is being considered for subsidized flight tickets.

Any worker in the land, deprived of his right to a holiday with the family on the Costa Brava, would raise howls of anguish, and Service families ask no more than the enjoyment of a similar privilege when ships' programmes permit.

Reunion holidays were beginning to go quite well, and no one was quibbling about paying his "Costa Brava" whack, when the rise in fares decimated the possibilities.

INSURANCE NEED

The scheme now being put forward is to help couples to have a reunion during the longer voyages. While this is obviously the area of greatest sympathy and need, it would be a pity not to elicit facts about ALL reunion holidays.

For instance, there is urgent need for insurance cover to meet cancellation due to changes in ships' programmes. Existing holiday policies are no use.

Whenever a Navy family's holiday is going to cost a deal more than his civilian equivalent — and denied any choice of location — it would not appear unduly demanding to seek a Whitehall blessing for the difference.

A reunion holiday may be a "cupid comfort," but it is also Jack's significant contribution to maintaining the Navy's manpower — and worth a pound or two towards fair shares.

Whys and hows of 'buying in'

Arrangements announced in DCI (Gen) S 117/74 for buying in past service for half-rate widows' pensions have led to a number of misunderstandings.

This is not surprising, since contributing for pensions is quite a new thing in the Forces.

However, it was necessary to introduce this voluntary system of contributions if those members of the Forces serving on April 1, 1973, were to be given the opportunity of ensuring that their widows would get a half-rate pension on the whole of their own pension, and not just on part of it, with the remainder at the old one-third rate.

At around this time, half-rate widows' pensions were introduced for the rest of the public service (police, nurses, teachers, etc.), but as their widows' pensions schemes were all contributory, a higher rate of contribution to pay for part of the improved benefit was also required (except in a few cases where it was established that the old rate of contribution had been too high).

Therefore, if other public servants wanted their past service to reckon for the improved half-rate pension, it was necessary for them to make up the higher rate of contribution for those former years.

Limited system

In the Civil Service scheme, for instance, members are required to pay one-half per cent. of current salary for each year of past service to be bought in, plus the increased contribution of one-and-a-half per cent. of salary each year for present and future service.

In these circumstances it would not have been considered fair by other State employees if members of the Forces had received the benefit of half-rate widows' pensions for past service at no cost whatever to themselves, particularly as they were not being required to pay for the improvements from April 1, 1973.

It was, therefore, necessary for the Ministry of Defence to introduce a limited system of widows' pension contributions.

Because in the Forces everyone with the same rank and length of service gets the same pension (and hence their widows get the same pension) it would have been unfair to relate the contribution to military salary, which differs within each rank.

The decision was, therefore, to base contributions on the 34 or 37 rate of pension, because at these points pension is approximately 50 per cent. of the representative pay of the rank used for pension purposes.

Thus, instead of one-half per cent. of salary, the Forces pay one per cent. of the 34 or 37-year rate of pension.

The use of this rate of pension is not due to an assumption that officers or ratings will give 34 or 37 years of service — it is merely a convenient way of getting over the problem of differing rates of pay.

Indeed, as is shown in the next paragraph, the shorter the period of service, the greater will be

By R. H. Fletcher

Naval Personnel (Pay) Division

the difference between the one-half and one-third rate bought in.

A chief petty officer with 17 years' service and 15 years to buy in would have to contribute over five years 15 per cent. of the 37-year rate of pension, which is currently £1,547, making his contribution £232.

As a result of this contribution, his wife would, if widowed after his discharge to pension with 22 years' service, be eligible for a pension of £508.

If, however, he decided not to buy her in, her pension would be

$$£ \frac{1016 \times 15}{3 \times 22} + \frac{1016 + 7}{2 \times 22} = £393$$

Thus his contribution would have secured an increase in widow's pension of £115 a year.

If, however, this CPO were able to complete 37 years' service, the pension for his widow (if he bought in) would be £774 a year, against £669 if he did not buy in, namely

$$£ \frac{1547 \times 15}{3 \times 37} + \frac{1547 \times 22}{2 \times 37}$$

The difference in this case would be £105.

This same relative position applies to all ranks and rates, and shows that naval personnel who only rarely serve to age 55 are not at a disadvantage by having the contribution based on the maximum rate of pension.

Two more points

Although the background to the buying-in scheme given above should dispel many misconceptions, there are at least a couple of points that it will do nothing to answer.

The first of these is why contributions are based on the pension of the rank or rating currently held, and not on the pensions of the lower ranks held during the pre-1973 service.

The answer is that ideally contributions should be based on the pension of the rank that a contributor will hold when he leaves, but of course this is not practicable.

There is certainly no justification for basing the contribution on lower ranks held in the past when it is as certain as anything can be that the contributor will go out with at least the rank currently held, and that his wife, if she is left a widow, will consequently get a pension calculated on the pension of that rank.

The other point which concerns pensioner

readers of Navy News is why those who left the Service before April 1, 1973, cannot be given the opportunity to buy in their service for half-rate widows' pensions.

The straight answer is that it is long-established policy to restrict improvements to those serving on the effective date.

If this policy were to be abandoned in the future, pensioners would in fact benefit very little, because of the cost of most improvements would become too expensive to be made, and thus, while the pensioner would gain nothing, those serving would lose.

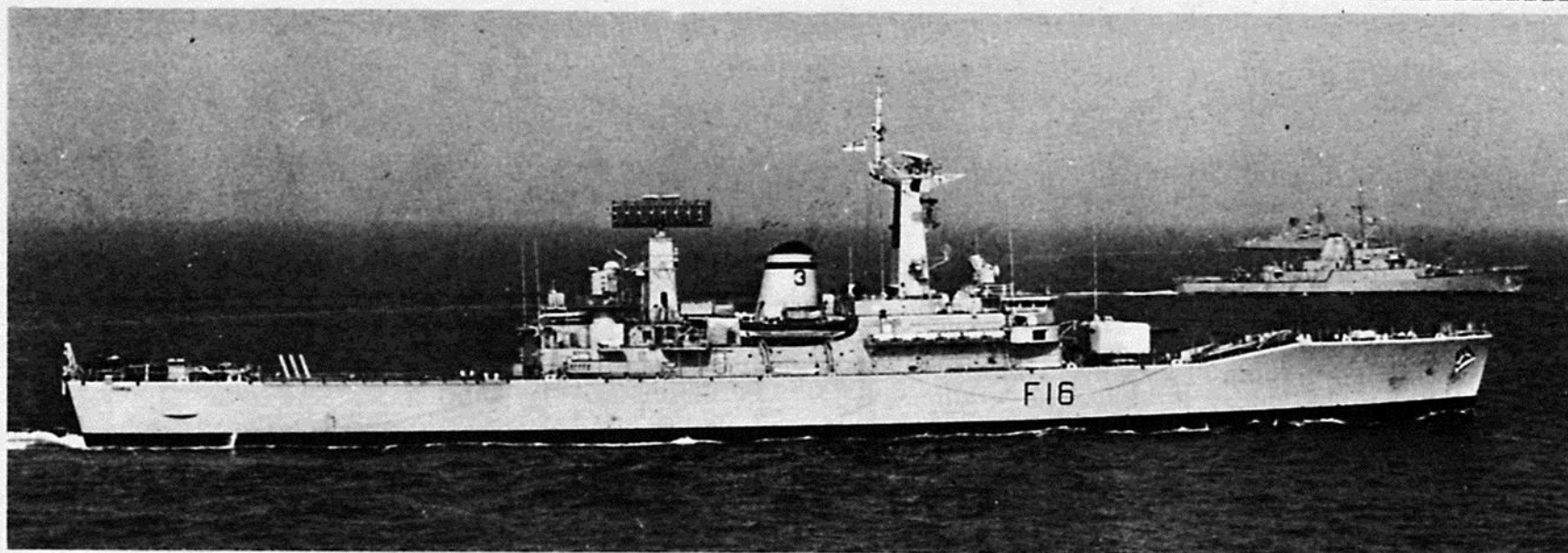
In this particular case it can, of course, be argued that the cost would be offset by the contributions, but that is not quite true.

As is shown in the example of the CPO given earlier, the contribution pays for about two years of widow's pension, but statistics shown that women on average survive their husbands for much longer than that, and the cost of the widow's pension for the extra period is paid for by the Ministry.

Swanning it in Bulwark



Misled by H.M.S. Bulwark's reputation for amphibious operations, a swan landed on her flight deck — no doubt looking for a helicopter with which to mate. It swore horribly when asked to move on.



Exercising with the Thai Navy

Before calling at Bangkok, units of the Royal Navy's task group exercised with the Royal Thai Navy. Ships taking part included H.M.S. Diomedé (left).

Of the exercises, Capt. P. G. M. Herbert, commanding officer of H.M.S. Blake (the group leader), commented: "They were excellent value and we are very grateful to the Thai Navy. We were most impressed with their standards."

BANGKOK BANYAN

Part of the Royal Navy's task group operating in the Far East paid a five-day courtesy visit to Bangkok, after exercising with the Royal Thai Navy.

Headed by the helicopter cruiser, H.M.S. Blake, the flotilla consisted of the frigates H.M.S. Diomedé and H.M.S. Lowestoft, H.M.A.S. Swan and the R.F.A. stores support ship, Stromness.

During their visit to Bangkok the group's nuclear submarine H.M.S. Warspite enjoyed overwhelming American hospitality at the nearby port of Sattahip.

WELCOME

Bangkok's welcome was open-handed and the visitors were given wide coverage in the newspapers and on radio and television. Many officers and ratings were entertained in the homes of British and Thai residents.

Before the visit H.M.S. Blake underwent a full "facelift" during an assisted maintenance period in Hong Kong. With some help from the ship's company, Jenny's Side Party managed to completely repaint the upper deck and some of the between-deck spaces.

Navy News understands that the ship's company would gladly have stayed in Hong Kong preparing for harbour inspection by the Flag Officer First Flotilla, but the visits to Bangkok and Kota Kinabalu in Sabah, East Malaysia, plus banyans and exercises, interrupted their interesting work.

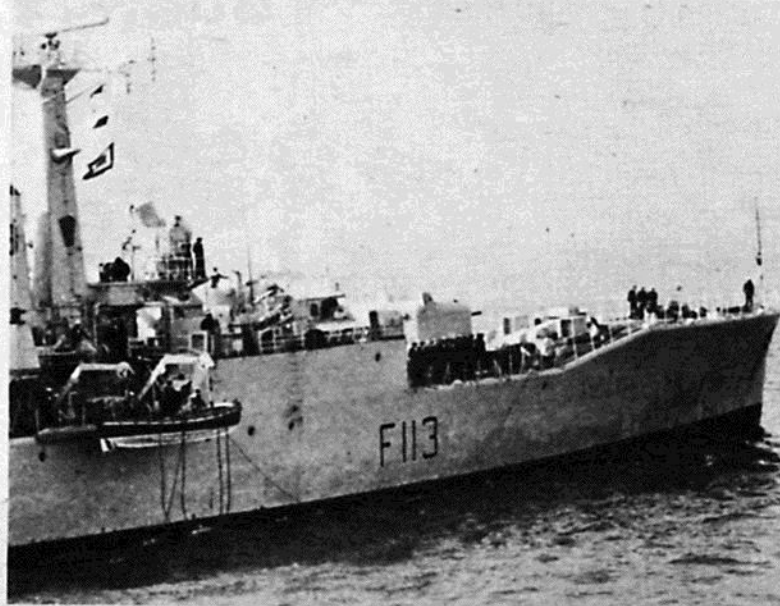
FINAL TOUCHES

The Blake returned to Hong Kong in mid-February to apply for the final touches to her make-up before the inspection and to celebrate King Hei Fat Choy, the Chinese New Year.

She was due to leave on February 17 for exercises with SEATO forces in the Philippines exercise areas and a visit to Manila.



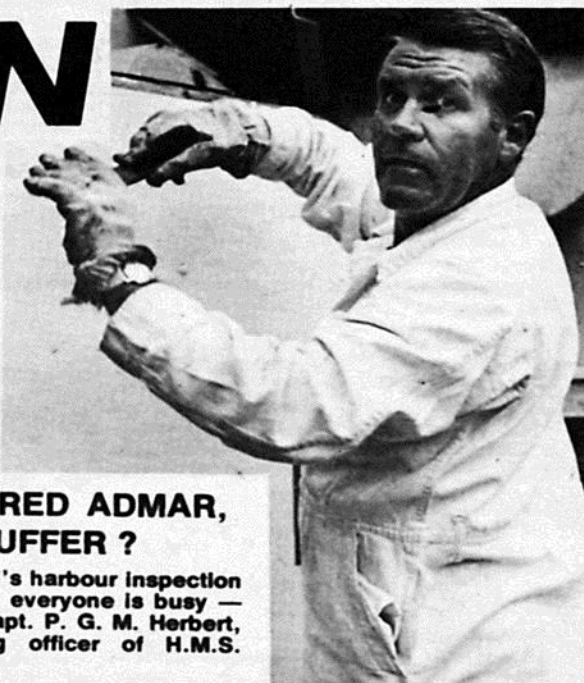
Harbour meeting



Above: The ship's company of H.M.S. Blake prepares for inspection by the Flag Officer First Flotilla, Vice-Admiral H. C. Leach, in Hong Kong. Alongside is the frigate H.M.S. Diomedé and in the background, RFA Stromness. During ceremonial divisions the Admiral presented FONAC's commendation to Lieut. R. W. Ellis, of 820 Squadron, for his part in the air sea rescue attempt involving the Danish freighter Merc Enterprise in January, 1974.



Left: The Rothesay-class frigate H.M.S. Falmouth meets a Hong Kong ferry on entering harbour at the start of a four-week visit.



WHAT RED ADMAR, BUFFER?

With FOF1's harbour inspection looming up, everyone is busy — including Capt. P. G. M. Herbert, commanding officer of H.M.S. Blake.

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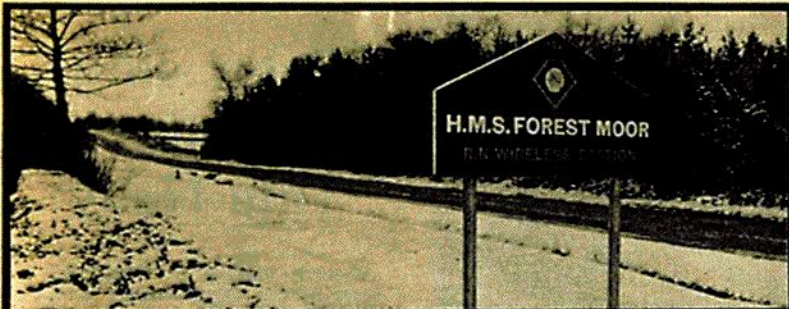
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**Pictures by
CPO (Phot)
Dave Morris**

The high hills of Yorkshire and the rich agricultural Fylde farming area of Lancashire may seem unusual localities in which to find the Royal Navy, but two of the Navy's wireless stations are situated here. These two "stone frigates" have problems which are possibly unique among Senior Service establishments, including blizzards, floods, foot and mouth disease.

H.M.S. Forest Moor is nearly 1,000ft. up in the foothills of the Eastern Pennines. A lonely spot . . . the nearest town, Harrogate, is 12 miles away over the desolate moors. But the three officers and 62 senior and junior ratings who man this station are nearly all volunteers. Most of them Yorkshiremen.

The commanding officer, Lieut.-Cdr. I. L. D. Lever, says: "I've served here three times and thoroughly enjoy it." It's the second time around for the first lieutenant, Lieut. H. Brown.

Operated by the Army during the Second World War, the wireless station covers 850 acres of rough moorland. The Navy has been in residence since 1958.

Exposed to the elements, Forest Moor is often cut off by deep snow during the severe winters. Lieut.-Cdr. Lever must be the only commanding officer of a naval establishment in England with three pairs of snow shoes in his stores.

'On watch'

Below: A typical "on watch" scene in the Fixed Service Hall, with CREL George Barrow and REM John Byrne at the desk.

Demonstrating the adaptability of British seamen, the young sailors have adjusted their existence to the unusual environment. The Arctic conditions are a great challenge, but the young men keep the wireless traffic moving.

Lieut.-Cdr. Lever explains: "The summer is very pleasant. Many of the chaps have taken up trout fishing and the hills are ideal for walking and camping."

VOLUNTEERS

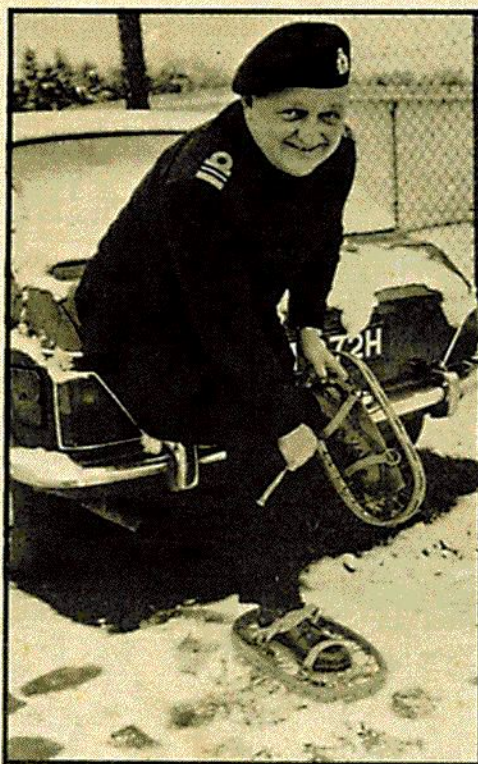
"We have an excellent lounge and TV room and there is a gymnasium, badminton court and billiards equipment." The sailors also play football, cricket, tennis and volleyball.

Relationships with the scattered civilian population are very close. Farmers and villagers are invited along to bonfire nights and other functions. Orphans from nearby towns are entertained at Christmas.

Despite the harsh winters and lonely life, sailors at Forest Moor volunteer time and again to carry out their important task in the fierce Pennine Hills.

The establishment will soon be involved in a new and exciting venture. A deserted farmhouse on the site is to become an adventurous training centre, to which sailors from all over the U.K. will go to carry out expedition training and pot holing.

The snow's not that deep yet, but the commanding officer of H.M.S. Forest Moor, Lieut.-Cdr. Ivor Lever, is taking no chances!



Even in the coldest weather the work must go on. Checking the loop aerial system at Forest Moor are REM Trevor Armstrong and POREMN Pete Mason.

Fresh eggs, too . . .



There's no shortage of fresh eggs here . . . "Head henkeeper" is AB Steve Starkey,

seen here handing over the day's collection of eggs to PO Cook Mick Coates.

MAKING YOU GET ME


The sun has dropped below the horizon, but the work of H.M.S. Inskip goes on, 24 hours a day, every day of the year. The watchkeepers pictured below as they carry

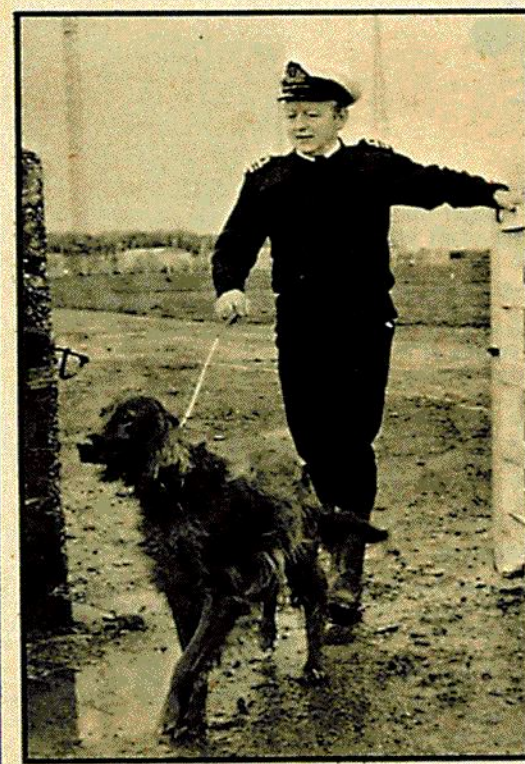


SURE THE SSAGE

Stories by Archie Venters

Command Public Relations
Officer, Naval Home Command


H.M.S. INSKIP



Country squire? Gentleman farmer? No, it's Lieut.-Cdr. Sydney Wakeham, doing his morning rounds at H.M.S. Inskip!

Forest Moor's sister establishment is two hours drive away, in the flat farming land between Preston and Blackpool. H.M.S. Inskip can be spotted many miles away by the red warning lights on its towering aerials.

During the Second World War the Fleet Air Arm was stationed there and carried out anti-submarine patrols over the Irish Sea. Parts of the runways are still there and the old control tower is now the junior ratings' accommodation.

The 500-acre establishment is situated in rich agricultural land: two farms are actually within the boundary and three others have grazing rights. "I once had to write to the Ministry of Defence explaining the death of a cow," says the commanding officer, Lieut.-Cdr. S. F. Wakeham.

GOOD RELATIONS

The Navy men at this wireless station carry out tasks which would have frightened Nelson's topmen. In all weathers they climb to the top of the 650ft. masts, loaded down with equipment, to carry out inspections and essential repairs to the rigging and safety lights.

Like the men of Forest Moor over the hills the sailors are mainly volunteers. Not surprisingly, many are Lancashire lads.

With Preston ten miles away, Inskip's isolation has encouraged a lot of self-help with regard to entertainment and sport. Good relations with the local people are also a feature of this establishment. The two officers and 40 senior and junior ratings have integrated closely with the nearby village and farming community.

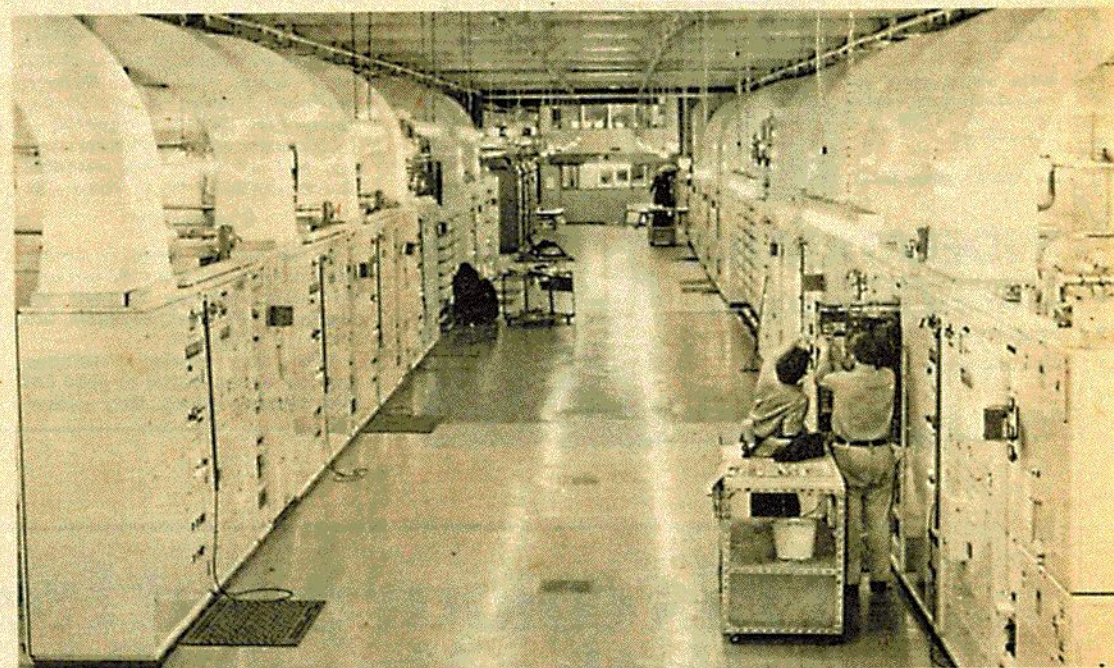
Joint social activities are held and the Lancashire County Police train their dogs on the station. Bus drivers are tested there and ambulance drivers train on the old runways.

"Good relations with the local community is important here," said the commanding officer. "And self-help is evident. One of the chaps has even stocked the emergency water supply tanks with fish and we have built our own greenhouses to grow tomatoes."

Despite their remote positions the two wireless stations are commissioned Royal Navy ships with an important task to carry out. No matter what the weather is like the signal traffic must continue — a vital role in NATO and national defence.

ALL MOD. CONS.

The wireless station has been modernized with a range of synthesized transmitters and all the systems engineering equipment necessary to ensure accurate frequencies and distortion-free transmissions.

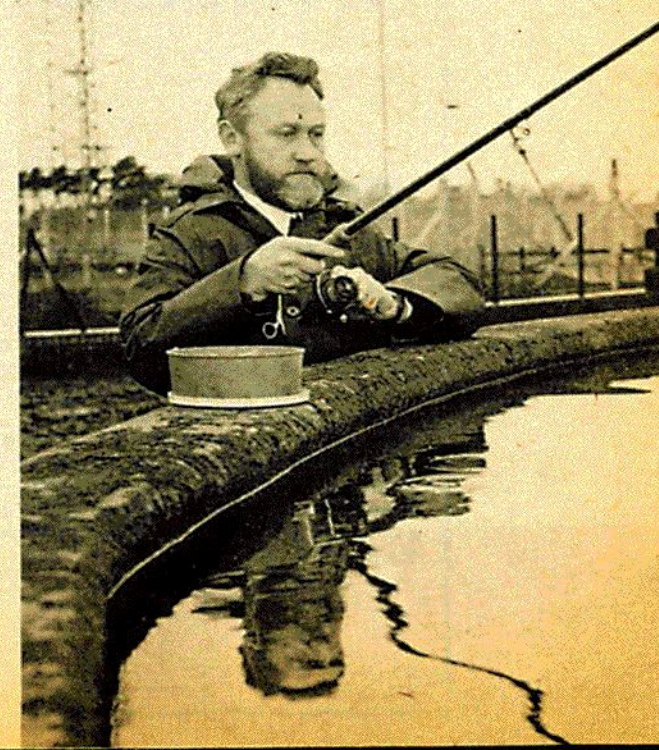


out checks in the transmitter control room are CREL Chris Sanders, REM Bernie Gibbons (background), LREM Bob King and LRO Michael Kelly (right).



Left: POREL Andy Quick stops half way up a 600ft. mast to check the aerial insulators with binoculars. To climb to the top can take 30 minutes. Inskip's transmitter building is in the background.

Right: FCREMN Dave Grocott, a keen angler, doesn't have to leave the establishment to pursue his pastime — he has stocked one of the old water tanks with fish!



NEW ON THE BOOKSHELF

MTBs — wasps of war

Out into the gathering gloom for the enemy coast, hoping that the motors would not pack up and that they might get a crack at Jerry before being spotted and pounded by gunfire under the brilliance of the star shells.

An angry wasp in a roomful of people can start a pandemonium out of all proportion both to its size and to the stings which are likely to find their mark. The buzzing danger may be regarded as an apt comparison with the activities of the Royal Navy's midget craft which harried German shipping off the European coast in the Second World War.

Captain Peter Dickens, holder of the D.S.O., M.B.E., and D.S.C., tells their story in "Night Action — MTB Flotilla at War," published by Peter Davies Ltd. (price £4.50).

Very early in the book the author, speaking of his father, says that "If the Navy was his religion, Nelson was its High Priest, and one need look no further than him for an example."

Exceptional

He has quite a lot to say about being a Leader of Men, with a good deal of self-analysis, especially about fear.

Undoubtedly Captain Dickens was an exceptional young man, who even cast aside dalliance with the girls until he had the proper time to devote to this important pastime.

His was the "salt horse" approach, the taut ship, the young Nelson-worshipping "indomitable British Lion," ready at 24 to go into the battle with total dedication.

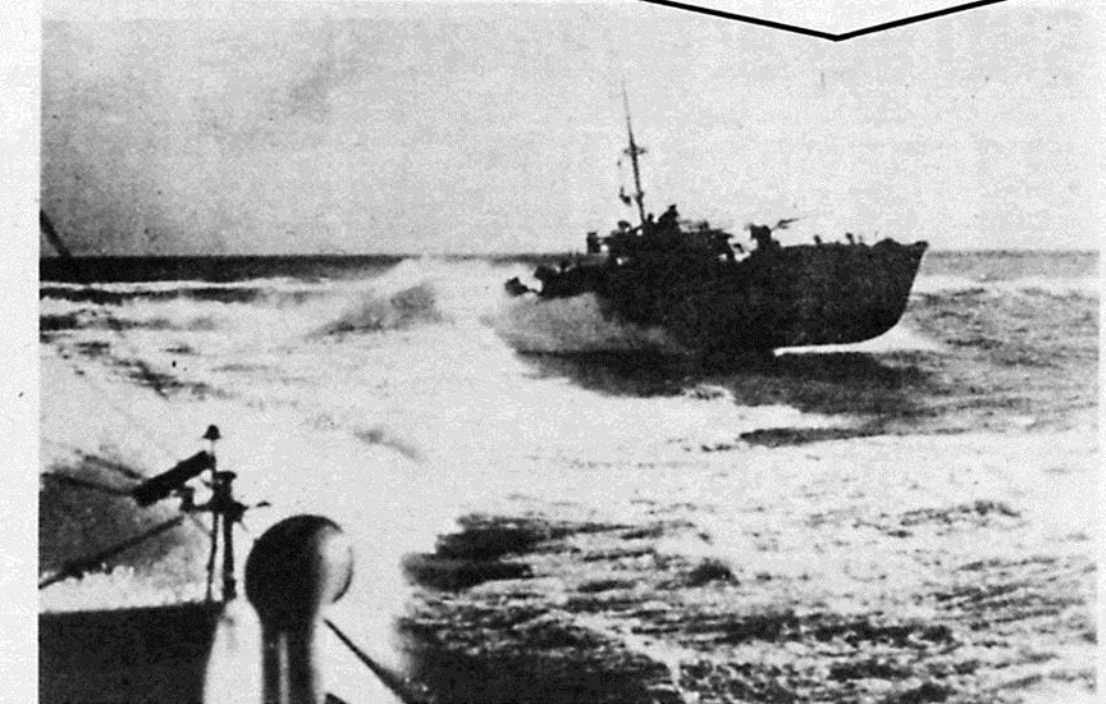
The reader may at times wish there was more concentration on the action and less about the young Dickens, but the story holds its grip, and is a swashbuckling tale well worth the telling.

The activities of the MTBs form an incredible account of the boys' navy, struggling through top-brass disdain, endless breakdowns, and lack of equipment — yet illuminated with shining courage and an enormous potential which somehow never came off.

Unlucky

If the motors could be persuaded to hum, they surged out into the night, peering through the blackness till their eyeballs felt ready to drop out.

When they spotted something, and the wasps began to prod out their torpedo stings, they seldom



MUSEUM-PIECE?

The 300 members of the newly-formed Coastal Forces Veterans Association are aiming to convert an historically-interesting MTB into a museum — and it is reported that they have their eyes on MTB 234. The vessel, in which Captain Dickens carried out some of his most daring exploits, is now a houseboat on Hampshire's River Hamble.

consolated by current thinking. He concludes:

"Fast missile-armed craft of far higher potential than the last-war MTB proliferate in most navies but ours.

"I should be content were I to detect any awareness of the importance of narrow waters in our defence planning ... Weapons have changed, but geography has not."

U.S. NAVAL REVIEW

The Naval Review 1974, published by the United States Naval Institute, and distributed in the U.K. by Patrick Stephens Ltd., contains articles specially commissioned for the book. The essays are not taken from the U.S. Institute's magazine, "Proceedings."

knew whether they were trying to hit the liner Bremen or some unlucky enemy trawler.

It was blind man's buff in a black cellar at midnight, with friend and foe frequently in a fine old state of "What the hell's going on?"

And what did they really achieve? Somewhat feeble results on paper, but this is far from being all the story.

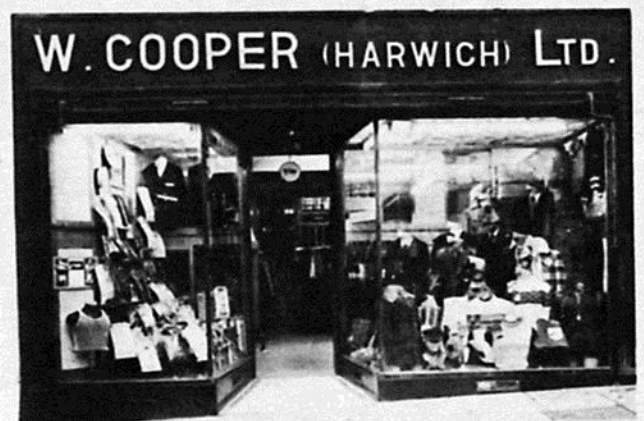
The Germans didn't like them one little bit, and were so alarmed by the menace of their presence that vital convoys were obliged to move by day — even at the cost of being targets for the Royal Air Force bombers.

Our mini navy, had they not been plagued by mechanical faults, and had they possessed anything like the electronics and armament which would be available today, would have produced the statistics to match their dash and bravery.

Captain Dickens does not spare the "gunnery-orientated Lordships" of his day, but is no more

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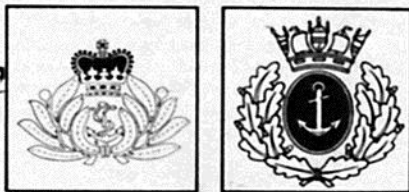


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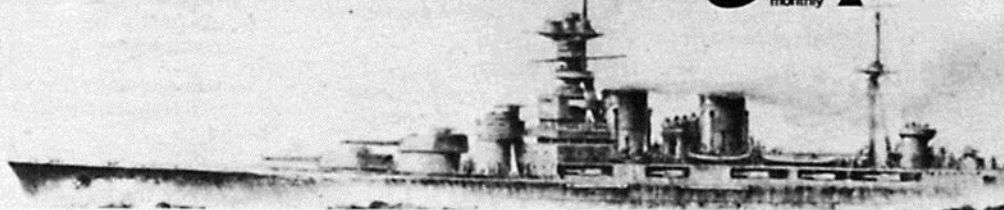
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How a reluctant cook stirred his porridge

To burden a book with the title of "Jolly Jack Tart", give it a "What ho, me hearties" dust cover (right), and produce a beginning which reads rather like Enid Blyton, would be regarded by some as off-putting.

It is all about the Second World War "trawler navy", into which strays one Cronkin who, ordered to the galley as cook, protests that he is a commission candidate and has Officer-Like Quality.

Cronkin drops a tear, chokes back a sob, and is nevertheless ordered to "cook with Officer-Like Quality."

PHYLLIS

The black-bearded, hairy-chested skipper, with anti-Sassenach humour, persuades him that to be an officer he has first to prove himself to be a man. He must go ashore "and get his porridge stirred."

Building up the tension to a deflowering is the oldest trick in the writing trade, and against every good intention one simply has to Find Out (these

books get everybody into bad habits with Capital Letters).

There is one captivating moment when our hero appears near to getting his ticket, and when chided by the lady on his reluctance, murmurs that the trouble is "Phyllis".

He could not understand why the mere mention of his girl's name should arouse screaming abuse and the swift exit of his companion.

And does the budding officer Make Out?

It is unfair on the author to tell — and why should a review spare anyone the journey to find out?

"Jolly Jack Tart" is by Dixon Scott, and is published by Cresselles Ltd., price £2.

JOLLY JACK TART

Dixon Scott



COLOUR AND PAGEANTRY OF THE NAZI MACHINE

Imposing displays of the most striking flags and banners, added to the sheer mass of the Nazi legions of pre-war Germany, showed the world a theatrical start to a terrifying drama yet to come.

People looked on with a sense of helplessness as this military machine mesmerised all by the power of its gathering momentum.

To those who lived the war days, a new book published by Macdonald and Jane's (price £4.50) is unlikely to bring a glow of memory, but it does impress as a demonstration of

what can be achieved through pomp and national feeling.

If only the same qualities could be harnessed to the peace.

The author, Brian Leigh Davis, describes and illustrates the history and development of all the known flags and standards used by the Army, Navy, and Air Force of the Third Reich, many of the illustrations being in full colour.

Long research has gone into the book, which is handsomely produced and will have appeal to a wider audience than students of military history.

In brief

"The Observer's Book of Flags," by I. O. Evans, is a new edition, published by Frederick Warne and Co. Ltd., price 75p. There are 74 colour plates and more than 60 line drawings.

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For K.G. Fund

"Skin Deep", the book on tattooing by Surg. Capt. Ronald Scutt, R.N. (ret.), has aroused a great deal of interest, including newspaper and television coverage. A proportion of the royalties from sales is going to King George's Fund for Sailors.

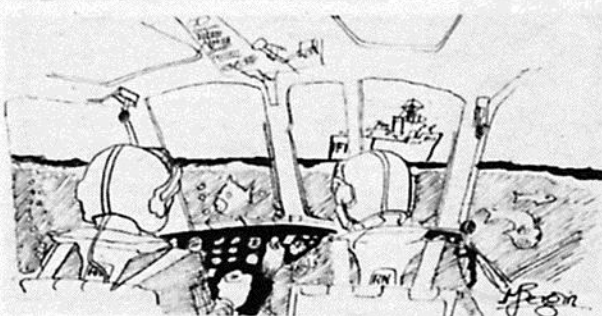
LAUGH NAVY



"Gemini — expect a lonely week..."



"You've let yourself go, Crabbleswaite!"



"I don't care what you say, I still think we're too low."



"Serves you right for asking for an early sheik."

THEN

"Really Number One, twelve minutes from bare spars to having every last stitch of canvas set just isn't good enough. If it doesn't improve by the end of the morning watch I'll take a look at every top-man's back-bone."

AND NOW

— by Pusser

"We'll start off today with the foc'sle awning and if there's any daylight left we can have the duty watch finding the quarterdeck's awning."



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Royal Naval

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No. 3 area

At the annual meeting of No. 3 Area, R.N.A., held at the R.N.O.C. club, Eastbourne, on February 8, the following officers were elected — president, Shipmate Rear-Admiral Sir Edward Rebbeck; chairman, Shipmate Miss K. Warrington (Brighton); vice-chairman, Shipmate A. J. Forgham (Eastbourne); hon. secretary, Shipmate A. Legg (Battle); treasurer, Shipmate T. Howerd (Portsmouth); National Council member, Shipmate C. Newman (Portsmouth); Area Council members, Shipmates J. E. King (Isle of Wight), Cobb (Portsmouth), Vaughan (Guildford), Hayley (Bournemouth) and Baldwin (Lewes).

"Meetings in 1975 are to be held at various branches throughout the Area and it is hoped that all branches will make an effort to attend them," reports Shipmate Forgham.

An 80-year-old joins up!

The first annual meeting of the Coastal Forces Veterans' Association was held on February 23 at the Victory Club, H.M.S. Nelson, Portsmouth. The association's second newsletter reports a good response to the appeal for new members. Almost 250 men replied — and 25 former Wrens, including an 80-year-old!

OBITUARIES

Shipmate Arthur Diprose, aged 93. Founder member of Purley Branch, R.N.A. During the Second World War he held combined offices of secretary and treasurer, so keeping the branch afloat. Formerly a member of the R.N.O.C., he played a large part in the changeover to the R.N.A. and had many friends in the Area.

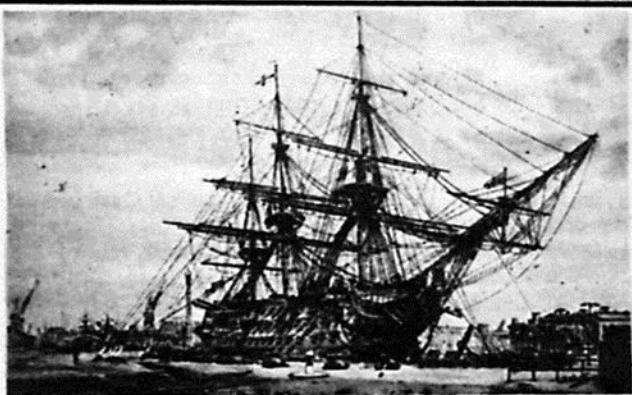
Shipmate I. H. Longstaff (formerly known as Betty Bell). Ex-leading Wren, H.M.S. Nuthatch. Member of Derby Branch.

Shipmate A. Newton, aged 80. Oldest member of Oldham Branch, R.N.A. Joined Royal Navy in 1912 and served in H.M.S. Orion (1913) and H.M.S. Arab (1915). Joined Submarine Service (E14, 1915-1917, H28 1917-1919). Transferred to Royal Canadian Navy, 1920 (SA10, CH15 and CH14).

Shipmate Edward Richardson, aged 58. Ex-CPO Stoker. Served in Royal Navy 1934-1956, lastly as fire chief instructor, H.M.S. Phoenix. Member of Portsmouth Branch, R.N.A.

Shipmate Cdr. W. Seagrave. Vice-president Lowest Branch, R.N.A.

Shipmate W. N. Tunnicliffe, aged 70. Former CPO in Supply Branch. Founder member and first secretary of Bangor (Co. Down, N. Ireland) Branch, and Irish Area secretary for eight years.



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Get yer 'air cut — by the captain!

After cutting sailors' hair in H.M.S. Excellent, Portsmouth, for 25 years Mr. Leonard Masters found himself having his own hair cut — at the hands of Captain M. C. M. Mansergh, who as a junior officer was one of Mr. Masters' early customers.

To commemorate his 25 years at Whale Island Mr. Masters received a plaque bearing the establishment's badge from Capt. Mansergh.

Mr. Masters joined the Royal Navy as a boy seaman in November 1925, and was a Chief GI on leaving the Service in January 1950. During the Second World War he served in H.M. ships Suffolk and Manchester and was serving in the Manchester when she was sunk in the Pantelleria Straits in March 1942. He then spent a

year as a prisoner of war.

During almost 50 years of service and association with the Royal Navy Mr. Masters has seen many changes, noticeably the relaxation of the rigid discipline which he remembers vividly.

He was happy to see the end of the traditional "short back and sides" style and considers that the more liberal rules, provided they are not abused, still provide the neat and tidy appearance which is the hallmark of a fighting service.



ANY STORIES FOR PHOENIX?

Get a group of "old ships" together and there's no shortage of stories about life on board ships in the old days, good and bad alike.

Such stories, particularly those concerning the brave actions of a few men in fighting fires and flood to save their ship and her crew from disaster, can now be recorded for posterity.

Phoenix Nuclear Biological Chemical Defence School, formerly H.M.S. Phoenix but now part of H.M.S. Excellent, is to establish a permanent exhibition

of past and present NBCD equipment and personalities in the Royal Navy.

ROLL OF HONOUR

Phoenix would like to hear about these incidents and would particularly welcome contemporary documents or photographs which describe them. Such papers would naturally be returned if requested.

The idea is to create an NBCD Roll of Honour, a permanent

record of past achievement in an exhibition primarily devoted to the present and the future, so that those whose deeds have not been recorded can receive equal recognition with those whose stations while in action ensured that they were in the limelight.

Any suitable information or material should be sent to: The Secretary, NBCD Exhibition, Phoenix NBCD School, H.M.S. Excellent, Whale Island, Portsmouth PO2 8ER.

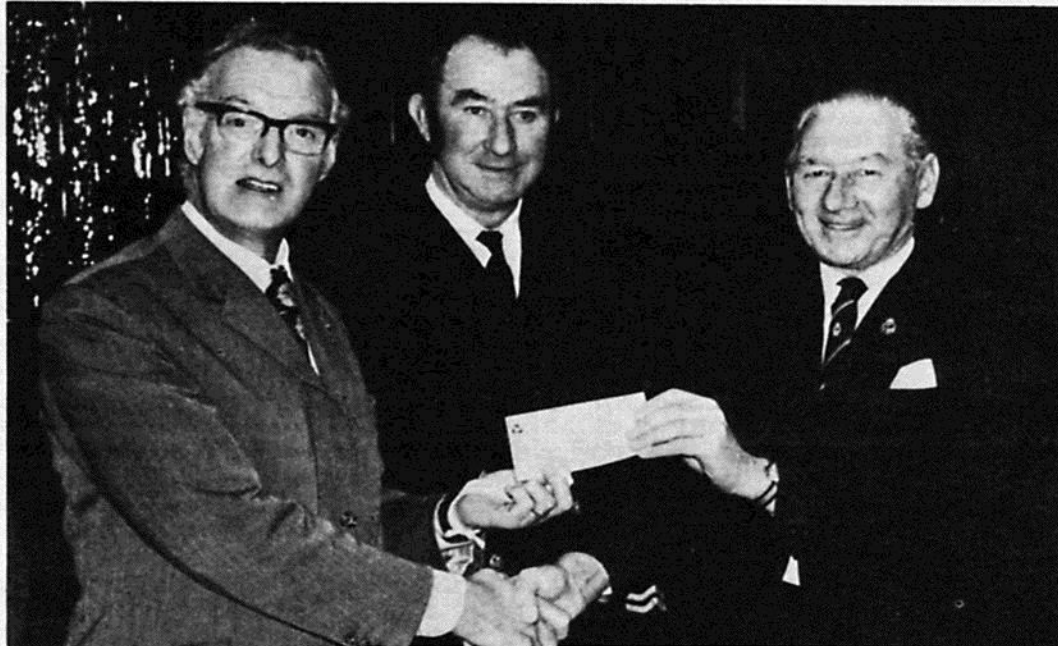
Preston

New Year activities started with a .22 shooting competition against teams from the British Aircraft Corporation, Preston R.N.R. and Sea Cadets. The B.A.C. team walked off with the honours, but the event was a great success.

First of the year's "open house" socials was planned for March 1 and some members hope to attend the Bismarck reunion on board H.M.S. Belfast on May 29.

Torbay

Guest of honour at the annual dinner and dance was Capt. M. A. Higgs, Captain of Britannia Royal Naval College, Dartmouth. Held at the Trecarne Hotel, Torquay, on February 6, the event was attended by 107 members and guests.



SERVICE AFLOAT

This year's naval memorial service afloat off Spurn Head is to be held on Sunday, May 25. Shipmate Jim Wilcock, the organizer, has invited the Lord Mayor elect of Hull (who is also Admiral of the Humber) to attend.

After a parade through Hull those taking part will board the paddle steamer Lincoln Castle for the service off Spurn Head, where wreaths will be cast into the sea.

Tickets (price £1.20) will be available from April 5 from Shipmate Wilcock at "Cabbala," 21, Wharfedale Avenue, Harrogate HG2 0AU.

Mr. Albert G. Frayne, 37, Woodland View, Caldicot, Nr. Newport, Gwent, would like to hear from shipmates who served with him in H.M.S. Yarmouth at the Battle of Jutland. Also H.M.S. King George V (1920), H.M.S. Calypso (First World War), and H.M. ships Wryneck and Viscount (Second World War).

Mr. B. D. Head, 22, Southbourne Close, Pinner, Middlesex, HA5 5BA, would be interested to hear from "Senior Sparkers" who may have had practical experience in operating early W/T equipment such as Type 10 spark transmitter, Type 14 Poulsen arc transmitter, and Model C receivers in submarines.

Mr. J. (Tim) Foley — ex-Ldg. Sig. — of 205, Queenstown Road, Battersea, London, SW8, a member of the Westminster branch, Royal Naval Association, would like to contact ex-Sig. Bungay Williams. They served together in H.M.S. Colombo at Scapa Flow when H.M.S. Royal Oak was sunk and on Northern Patrol, 1940.

BRANCH NEWS

Hereford

Commodore Ian Davenport, R.N.R., has accepted an invitation to become branch president.

To mark the 25th anniversary of the R.N.A. the Hereford City Council parks department has agreed to prepare a special flower bed in the Castle Green (one of the city's public parks), depicting the association's badge and motto.

Members and guests were planning a coach outing to Aberavon, South Wales, on February 22, incorporating a visit to the local branch. The annual meeting on February 11 was held at the Railway Inn, Barton Road, Hereford, where members have a comfortable clubroom, thanks to Shipmate Morgan.

Llanelli

Consideration is being given to the formation of a new branch of the Royal Naval Association at Llanelli. Anyone interested should contact Mr. R. E. Phillips, 27, Corporation Avenue, Llanelli, Dyfed, South Wales.

Beer

No. 4 Area's annual meeting was held at Beer and attended by the Mayor of Bridport, the Area President (Admiral Sir Gerald Gladstone), and members from Beer, Bridport, Weymouth and Bristol. After a buffet supper and bingo with Shipmate J. Walker of the Beer branch as caller, members and guests enjoyed dancing until midnight.

After 15 years at the Anchor Hotel, Beer have had to leave their headquarters and are now looking for a new "home."

Cheam

The idea of obtaining a club premises was raised at the annual meeting and a sub-committee was formed to investigate the possibilities.

Although membership had not increased the secretary reported a year of continued progress in other respects and the treasurer reported a sound balance in hand.

The Gangway Cup was won by Shipmate Neville Horwell, who was also elected vice-chairman. Other officers elected were Shipmate Ron Hagger, chairman; Shipmate Len Favell, secretary, and Shipmate Ernie Jacks, Treasurer.

Reigate Borough

After a lay-up of about eight years the Reigate Borough branch is back in commission. The branch folded through lack of members, but the chairman (Shipmate W. H. Sparshott) reports that membership is now strong.

The year got off to a good start with a sponsored walk around Epsom racecourse on a frosty morning to raise funds to help to train the cadets of T.S. Chaucer, Redhill.

At the branch's monthly meeting in the Royal British Legion and Ex-Servicemen's Club, Redhill, the chairman presented a £300 cheque to T.S. Chaucer's chairman, Mr. Ernest Mellett (far left) and the commanding officer, Lieut. McCarthy.

Photo: Surrey/South London News Group.

Calling all shipmates

Mr. Benjamin Levin (ex-HO rating), of 15, Adelaide Road, Richmond, Surrey, would like to contact any ratings who served with him in H.M.S. Exmoor during the Second World War.

Mrs. J. Hamilton, founder-chairman of The British Free French Destroyer La Combattante Association, 13, Totham Lodge, Richmond Road, London, S.W.20, has been asked to trace Peter Waddington, who was an AB, aged 19, when serving in Cape Town in 1944.

Mrs. M. E. Salmon, Whitegates, 104, Leopold Road, Ipswich, who served as a Wren Writer in H.M.S. Europa, H.M.S. Ganges, and H.M.S. Bunting during the Second World War, and is now a retired widow, would like to correspond with any gentleman who served in the Royal Navy in that era.

Mr. Gene Christian, 3849 Bailey Avenue, Bronx, New York 10463, would like to correspond with ex-servicemen who served in Yangtze gunboats, Chinese Maritime Customs ships and all other China Station units.

Mr. Michael Lusher, 2, Quintondale, Harwood Grove, Shirley, Solihull, Warks, ex-M(E)1, 41c Mess, H.M.S. Victorious (1964-67), is anxious to contact other members of "The In Crowd" — "Spider" Webb, "Met" Watts, "Dusty" Miller, "Jag" Cameron, "Bas" Brine and "Ed" Parry — before his marriage on June 28.

Mr. R. L. Maguire, 131, Nags Head Road, Enfield, Middlesex, EN3 7AD, or telephone 01-804-2966, is anxious to hear from Lieut. Cyril Maguire, skipper of LCT 577 in 1944, or anyone who knows him.

Professor (former Able Seaman) John Hutchinson, Johns Hopkins School of Advanced International Studies, 1740 Massachusetts Avenue N.W., Washington D.C. 20036, would like to correspond with anyone who served with him in H.M.S. Achates, 1939-41.

MORE R.N.A. NEWS

Newton Abbot

Fifty children and grandchildren of branch members were among the 117 shipmates and friends who enjoyed a visit to a local pantomime.

Plymouth

Members would like to see many more ex-Navy men coming along to join them and helping to run the branch. "When you leave the Service why not join us and keep the spirit of the Service alive and the Plymouth branch in continuation?" is the plea from Plymouth.

Purley

At the annual meeting members were sorry to receive the resignation of Captain G. O. Roberts as president. During his six years "in commission" he had taken a keen interest in branch affairs and regularly attended meetings.

Shipmate Hannabus was elected chairman, with Shipmate Ron Cooke as vice-chairman. Shipmate Greenland was re-elected secretary and the treasurer is Shipmate D. Hannabus.

Redcar

Forty-five members of H.M.S. Ariadne's crew were entertained at the R.N.A. club in Lord Street on February 8. "Such occasions are all too few in this day and age and your time and efforts are much appreciated," said Cdr. C. J. Caughey in a letter to the branch.

St. Helens

At the branch's annual dance Cdr. P. Stigant, R.N. liaison officer in Liverpool, made a special presentation to Mr. Leslie Spriggs, M.P. for St. Helens. Other guests included the Mayor and Mayoress of St. Helens; the Area secretary, Shipmate C. Matthews; and Lieut. A. Kelsall, commanding officer of the local Sea Cadet Unit.

During the evening the president, Lieut-Cdr. P. R. Watters, R.N.R., presented Shipmate N. Douthwaite, the treasurer, with his Life Membership card.

MEDAL MYSTERY SOLVED

Last month's story about the "mystery medal" prompted this reply from Mr. A. E. Breeze, a former Royal Marine, of Rock House, Hay-on-Wye, Hereford.

"This medal was given to the mothers of fallen soldiers and sailors in the First World War. I have one which was given to my mother for my eldest brother who died near Lille in 1914. He has no known grave and this may be why the medal was awarded."

"I enjoy your Navy News and as a subscriber to the Globe and Laurel I get the best of both," writes Mr. Breeze, who represented the Royal Marines at the burial of the Unknown Warrior, with a detachment from H.M.S. Hood.

Wear

Two "old ships" who were among the senior citizens who enjoyed a party organized by the branch wrote a thank you letter to the secretary, Shipmate R. Robson. "Their letter was read at the last meeting and it makes such good sense that members agreed unanimously that I should send it to Navy News."

Mr. J. G. Scott and Mr. J. G. Sutherland, of the Aged Seamen's Homes, East End, Sutherland, wrote: "What a marvellous, conscientious organization we are fortunate to have in the Royal Naval Association. ... Even political parties and trades unions cannot boast of possessing such harmony and friendship as exists in our association."

Wythenshawe

Despite the fact that new furniture and central heating have been installed in the club in the past year, members are hoping that a healthy balance sheet will be presented at the annual meeting.

Visitors welcomed to the club have included shipmates from Liverpool, Kirby, Denton, Macclesfield, Battersea and Coventry and return trips have been made to most of them.

Branch trips were also made to the Isle of Man, York races and to London. Shipmate Dave Chellis and his crew made several fishing trips.

Overseas draft chits went to Shipmate Buck Taylor — to Russia (with love from Wythenshawe) and to Shipmate Dave Wheatley's sons, one to South Africa and the other to New Zealand.

Members are looking forward to welcoming their new neighbours in the Blackley branch, North Manchester.

Reunions

Fleet Air Arm ratings who did their basic flying training at the R.A.F. base at Clyffe Pypard, near Swindon, in March 1945 are invited to a reunion to be held in the London area in the spring, to mark the 30th anniversary of the 77th pilots' course. The get-together is being arranged by Jimmy Garvie, Bill Smail and Jim Stirling (who is visiting England from Canada this year).

Among the pilots they hope to see at the reunion are Marsh, Pennell, Cheesebrough, Sutcliffe and Bollworthy. Anyone interested in attending should contact Bill Smail on 01-693-7902.

The reunion dinner and dance of the 1st. Narvik Association 2nd D.F. is to be held on April 5 at the Shirley House Hotel, Birmingham. Former members of the ships which took part in the second battle of Narvik on April 13, 1940, will be welcomed. Details from Mr. C. Cope (Hon secretary and treasurer), "Narvik", 1 Valley Road, Exwick, Exeter.

Captain Walker's "Old Boys" hope to welcome two Leander-class frigates to Bootle for the association's annual reunion on May 3.

A reunion of Coastal Forces personnel (ex-H.M.S. Beehive, Felixstowe) is to be held at the Little Ships Hotel, Felixstowe, on Saturday April 5.

MEMORIES OF ZEEBRUGGE

Members of the Bath White Ensign Old Comrades' Association were pleased to see one of their life members, Mr. Bernard Belderson, featured in a local paper. The article told of his experiences on April 23, 1918, when the Royal Navy blocked the entrance of Zeebrugge Harbour.

Now 76, Mr. Belderson is thought to be the only survivor of the crew of one of the ships involved in the action, H.M.S. Intrepid.

Exeter survivor leaves the Navy

"Going outside" — a familiar scene in the Royal Navy as officers drink a toast to a colleague — but one with a special significance in the case of Capt. Philip Cranefield (left).

He is believed to be the last remaining link between the serving Navy and the Japanese prisoner-of-war camps, having been a survivor of H.M.S. Exeter, the cruiser which was sunk by the Japanese off Java on March 1, 1942.

Capt. Cranefield's service totalled nearly 36 years, his final appointment being that of

Chief of Staff Officer (Administration) to the Flag Officer Scotland and Northern Ireland.

Drinking to happiness in retirement are Rear-Admiral Anthony Monk, the Port Admiral Rosyth, and Capt. Robert Browning, the Chief of Staff to FOSNI (right). Both were pupils of Whitgift School at the time when Capt. Cranefield was a prefect there.



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DIVORCEE, 43, two children, would like to correspond with sailor, marine, of any rank, home or abroad. — Write Box No. Navy News 278.

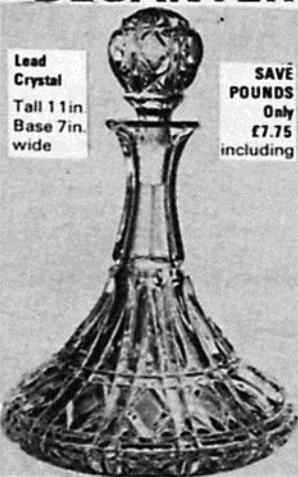
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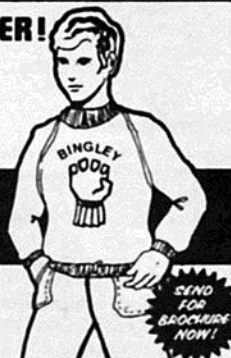
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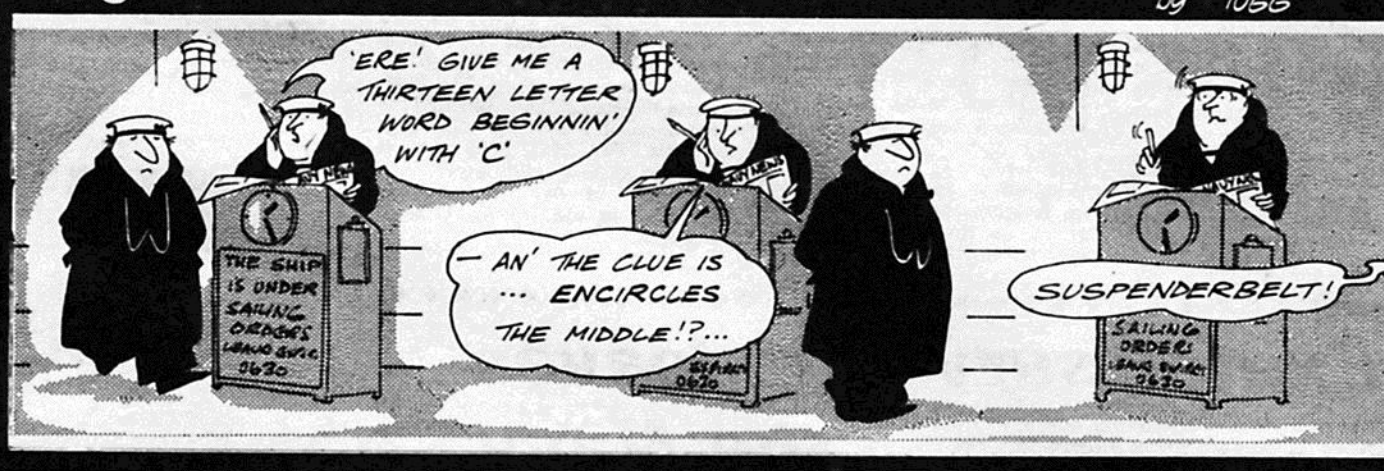
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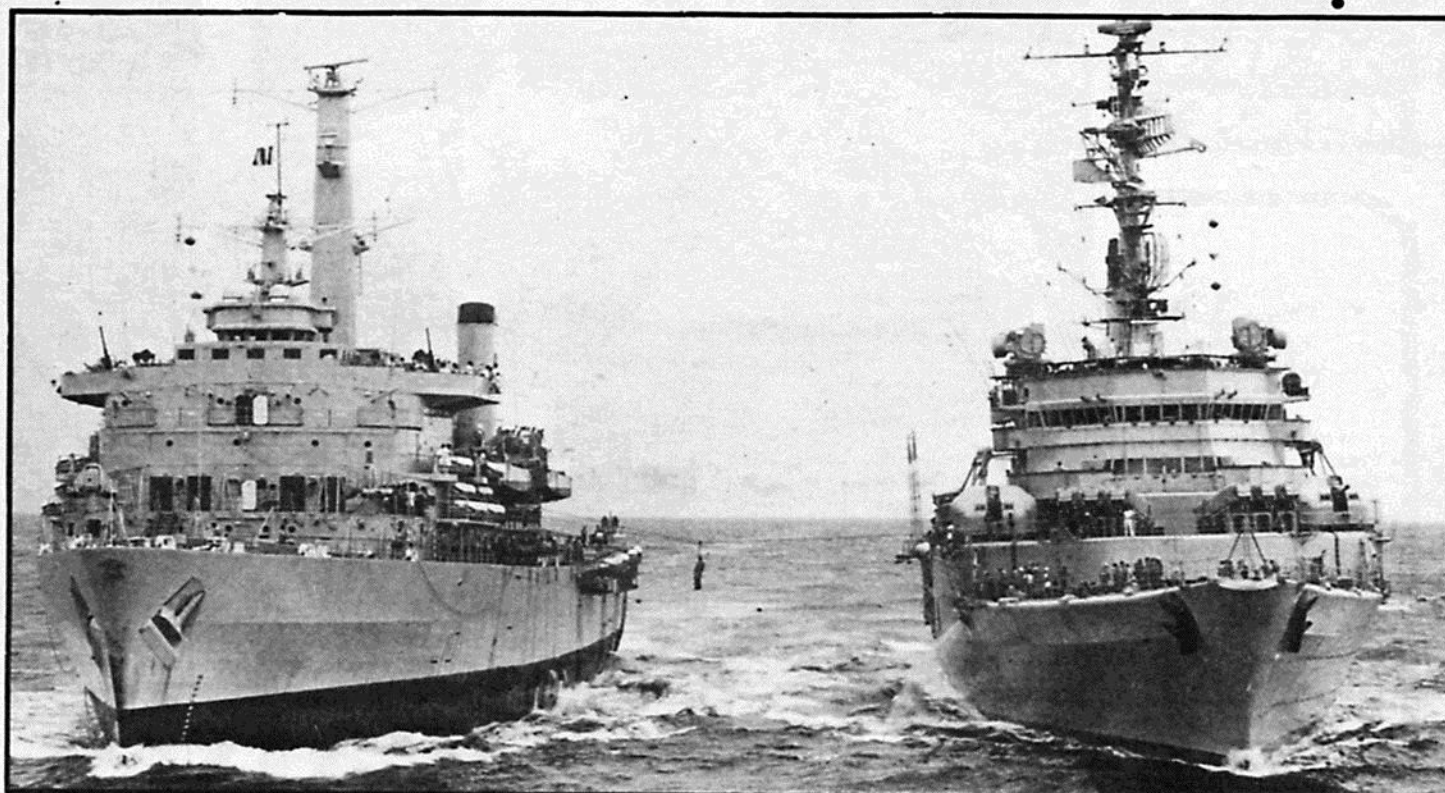
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Stirling at the wheel

One of the ambitions of former racing ace Stirling Moss has always been to drive a bulldozer, reports H.M.S. Fearless, and during the ship's visit to Bridgetown, Barbados, she did her best to oblige.

Nearest thing she could offer was a Michigan carried for the ship's assault beach unit. It was a chance Stirling — on holiday in Barbados — could not resist.

As can be seen, he was soon being shown how to manoeuvre the mighty Michigan by Marine Lew May, and quickly demonstrated that he could still rise to the challenge of a "new formula" vehicle.

Not far from the Saints, the group of islands near Martinique where Lord Rodney won a great victory over the French nearly 200 years ago, another Anglo-French encounter has taken place.

The officers' training ships of the Royal and French navies, H.M.S. Fearless and F.N.S. Jeanne D'Arc, met while on passage in the Caribbean and remained in company for about four hours, during which an exchange of officers and midshipmen-under-training took place using both helicopter and light jackstay.

Friendly relations were cemented by a presentation by the commanding officer (Capt. J. B. Rumble) and officers of the Fearless to their opposite numbers of a badge and framed ship photograph. For good measure a case of Scotch was added — and the Frenchmen replied to this "broadside" with a case of champagne.

Certainly it proved a much friendlier meeting than that of their predecessors of 1782.

For many years the training ships of both navies have given their young officers sea experience during the winter

D'Arc (right) are of much the same size and carry out similar activities.

In the picture, above, by LA Tom Breuille the operation of exchanging midshipmen by light jackstay takes place as the ships steam side by side.

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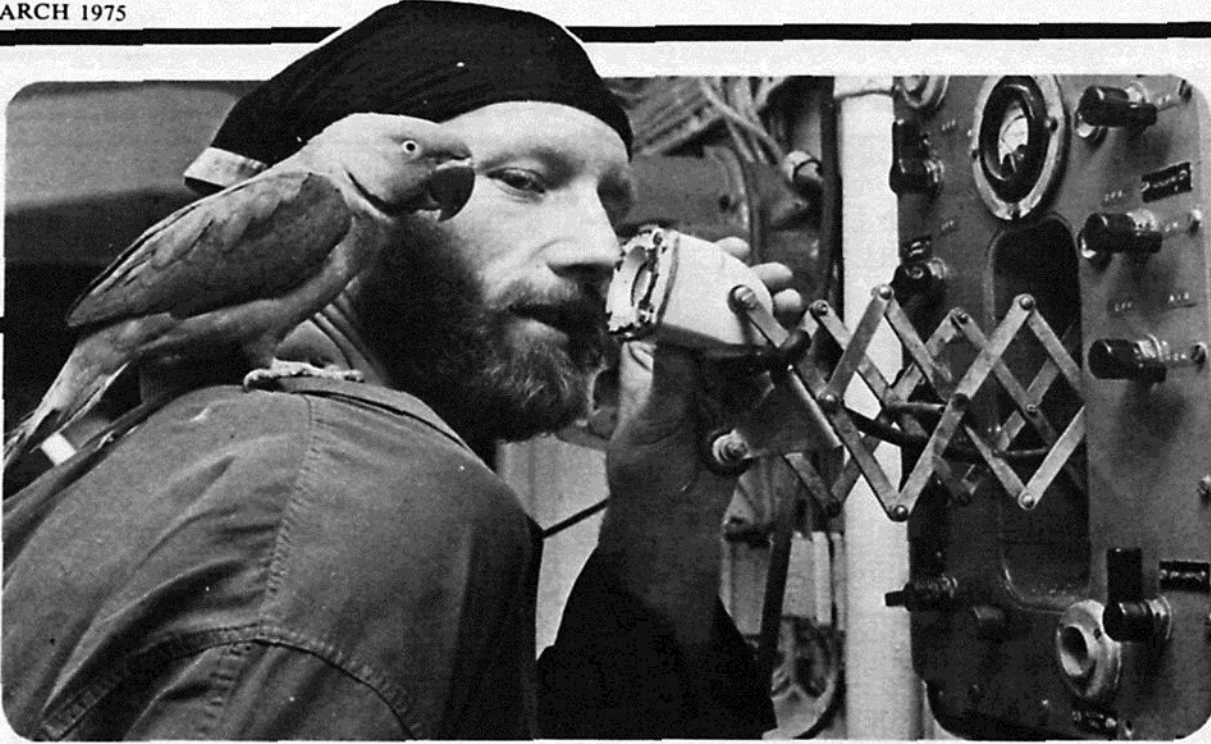
NAVY NEWS DIARY

"This is Nelson Polythemus speaking."

Well, that's what Lieut. Peter Lansdown would like to hear his parrot say over the tannoy of H.M.S. Blake, but Nelson Polythemus only speaks a little Urdu and has so far resisted all efforts to teach him English.

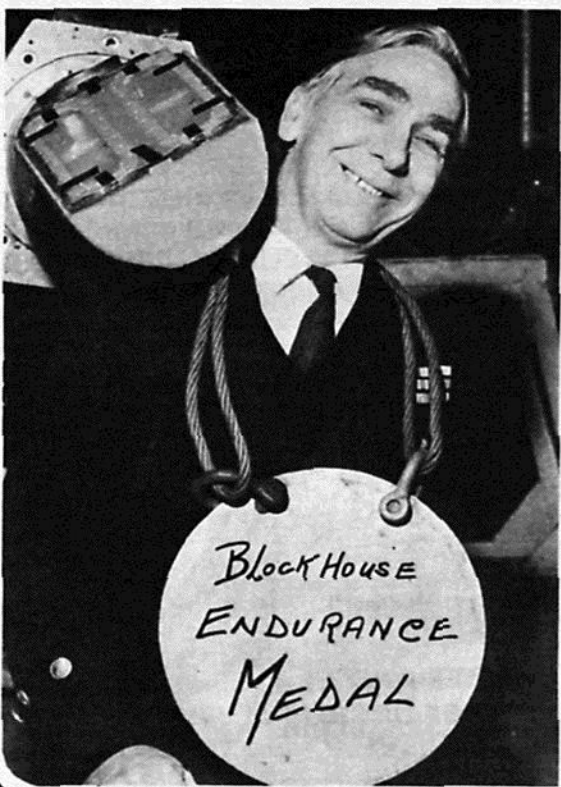
Bought by Peter in Karachi, Nelson Polythemus lives on fruit, seed and breakfast cereal — and is rather partial to a beakful of finger, as several members of the ship's company have discovered.

Although he is owned by Peter — who donned pirate-type headgear for the picture — his parrot is not altogether a "one-man bird" and likes to attend wardroom parties and other social occasions, especially when children are around.



Blakebeard's bird!

And a medal to match...



After 30 years with the Submarine Service, CMEA(P) John Barley was awarded the British Empire Medal in the New Year honours list. As John had spent several years as Submarine Command's periscope expert at Fort Blockhouse, Gosport, his colleagues in H.M.S. Dolphin took it that B.E.M. stood for "Blockhouse Endurance Medal."

As this photograph by L.A. (Phot) Jack Dewis shows, they presented him with an award to match the title!

JANE'S BRIGHT START

A Royal Navy officer's daughter has made a bright start in the predominantly male world of engineering and naval architecture.

Jane Ashmole, whose father is is Cdr. F. W. Ashmole now with the Ministry of Defence (Navy) at Bath, is an apprentice naval architect with the Vickers Shipbuilding Group.

She gained a first-class pass in the first year of her Ordinary National Certificate course in mechanical engineering and her father travelled from Bath to



All her own work

PO Wren Writer Anne Hayman (left) is a girl with the rungs of her Branch's promotion ladder at her fingertips... she has just finished rewriting the Wren Writers' Syllabus for Promotion.

Anne, who is 22, carried out this lengthy task in her own time and gained an award from the Herbert Lott Trust Fund for her efforts.

Personal assistant to the Chief Staff Officer (P) on the staff of the Commander-in-Chief Naval Home Command, she is the wife of PO Ken Hayman, who is serving in the Tribal-class frigate H.M.S. Ashanti.

A TRIP WHICH TOOK A FISH A LONG WAY FROM WATER

Is this a record? The question is asked by many readers, and concerns a wide range of subjects. Latest "claim to fame" is that of Lieut. P. A. Fish, who is serving on exchange with the Canadian Armed Forces. He is based at Shearwater, Nova Scotia, with HS423 Squadron.

"I have just returned from a ferry flight in a Sea King helicopter from Shearwater to Cold Lake, Alberta, and I wondered if this could be a record for someone on active duty in the Royal Navy," he writes.

Lieut. Fish does not give the actual distance covered on the flight, but points out that when the Sea King arrived at Winnipeg, Manitoba, it was at least 1,100 nautical miles from the sea, midway between the Atlantic and Pacific oceans. He discounts the sea to the north because the waters of Hudson Bay and around the

Arctic Archipelago are frozen at this time of the year. Record or no record, the flight must have been quite an experience.

DARWIN DISASTER RECORD

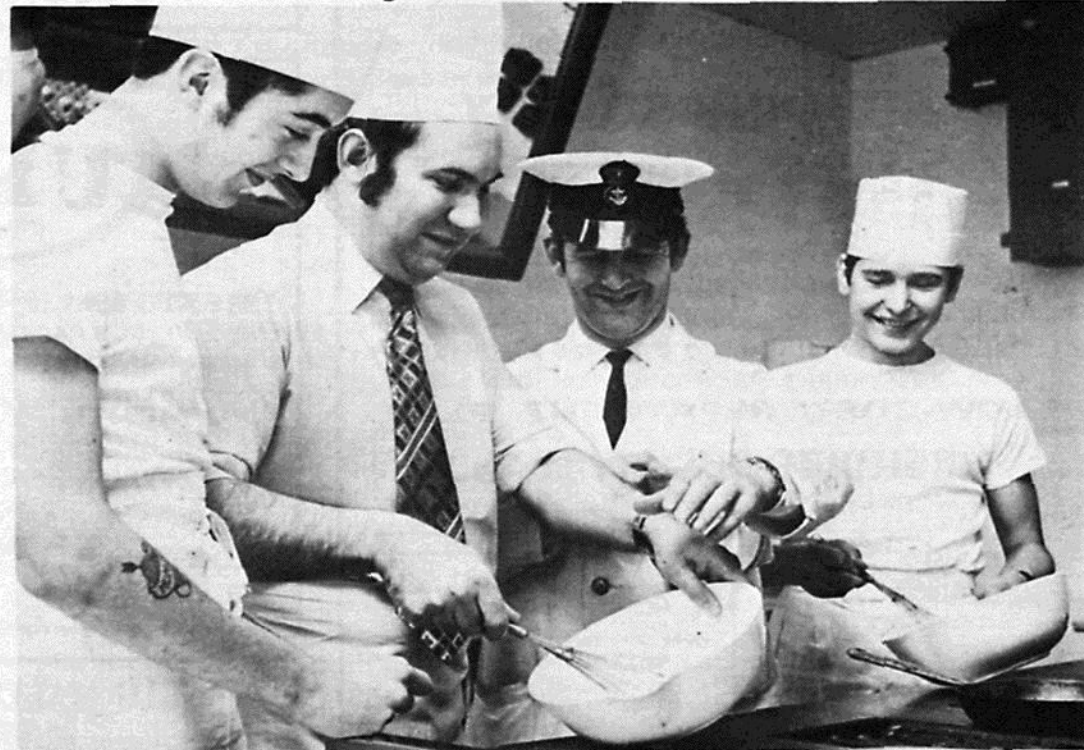
In a special Darwin edition, the Royal Australian Navy News has recorded the stark tragedy of Cyclone Tracy with dramatic scenes of destruction in the city where about 50 people died.

Extensive coverage was given to relief work by the Royal Australian Navy after the disaster. R.A.N. casualties in the cyclone included two sailors killed; a patrol boat, H.M.A.S. Arrow, sunk; Darwin's naval headquarters wrecked, and considerable damage suffered by other ships and establishments.

CALLING EX-QUARRIERS

"Quarriers" was home to many Scottish boys and girls, including a number who joined the Royal Navy. Mrs. Ann Everett asks that any of them interested in joining an association should write to her at 136, Nickleby House, All Saints Road, Portsmouth (phone 25497).

EGG-STRA REHEARSAL FOR MIKE



Cooks at the R.N. cookery school in H.M.S. Pembroke, Chatham, set a good egg sample for Mike Gallagher (second from left), who was rehearsing for the Medway Little Theatre's production of "There's a girl in my soup."

A knowledge of omelette-making was an essen-

tial ingredient of Mike's role (as Robert Danvers, the character portrayed in the film by Peter Sellers) so he went along for some expert advice from Assistant Cook John Graham (left), PO Cook John Bathgate and Junior Assistant Cook Robert Hardcastle.

Photo: Denise W. Sutton.

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So long, Spud

NAVY NEWS DIARY

H.M.S. Ark Royal will never be the same again: Spud Murphy has left the ship after an amazing 4,917-day stint on board!

Chief Air Fitter (Ordnance) Edward Murphy, B.E.M., to give him his full title, will be remembered by many as the jolly bespectacled chief, more often than not dressed in overalls and a red surcoat, who divided his time between the flight deck and "his" magazines.

During his 13½ years in the aircraft carrier Spud has supplied armaments to all the Navy's "heavies" since the Scimitar and has seen the Ark's deck change from a five-and-a-half degree painted angle to the present fully-angled flight deck.

AWAY IN STYLE

On leaving, he received a tangerine from the Ark Royal's commanding officer, Capt. J. R. S. Gerard-Pearse, and after walking down the gangway for the last time Spud was towed away

in a style normally reserved for retiring captains — sitting in an armchair on a trolley pulled by members of the weapon supply party.

Due to leave the Service soon after 31½ years, Chief Murphy is hoping to devote more time to boxing (as a spectator of course, having long since retired from the ring) and to brewing — and sampling — beer.

Picture: CPO(Phot.) A. Jamieson

A SAFE DELIVERY

A woman living on the small, beautiful island of Bequia in the West Indies probably owes her life, and that of her twelfth baby, to the Royal Navy.

The Dartmouth training ship, H.M.S. Fearless, was anchored off the island when an emergency call was received and the ship's helicopter, piloted by Lieut. G. B. Savage, flew the woman to St Vincent, where her baby was born safely.

'Mind my wife'



Lance Corporal Roger Groom, of 42 Commando, has a special reason for making sure that this pretty young Wren is safely strapped into the helicopter — she's his wife.

Lynne Groom, a clerk, was the first Wren to be posted to 3rd Commando Brigade Air Squadron, Royal Marines. When this picture was taken she was about to take to the air in a Scout helicopter for a familiarization flight. The idea was to give her a background knowledge of the squadron's work.

Roger and Lynne met at the R.M. Depot, Deal, and were married just over a year ago. They live in a married quarter in Plymouth.

Picture by John Farrow

Discos help the aged

"Have a good time and Help the Aged, too." This invitation has met with an enthusiastic response in naval establishments in and around Portsmouth. The first disco to raise cash for old people at home and abroad was at H.M.S. Sultan, where an extra admission charge of 10p a head went to Help the Aged.

Since then there have been similar events at Dryad, Nelson, Daedalus, Excellent, Vernon and Dolphin. A disco is planned for H.M.S. Collingwood and some establishments have requested "repeat performances."

Attendances have delighted Mrs. Trisha Fletcher, who works for the charity as a youth organizer. More people at her discos means more money for the good cause. "The gift of a blanket often reduces an old woman to floods of tears of joy," she says, "so perhaps you can appreciate the conditions in which they live and how much good we can do."

SOLENT GETS AN EARLY (BOSUN'S) CALL



It all began with a flippant remark on B.B.C. Radio Solent's early morning travel and weather programme . . .

Wouldn't it be nice, someone said, to have Liz Hill (the presenter) piped aboard with the tide times and shipping news.

But many a true word is spoken in jest. The quip was heard by the staff of the R.N. Careers Office in Southampton who were quick to realize that here was a chance of some free publicity and Lieut. John Williams and CPO Coxswain Ron Templeman were soon on Radio Solent's doorstep — with bosun's call at the ready!

Medal collection goes to Haslar

The courage of seven naval medical officers is represented in a collection of medals which has been presented to the Royal Naval Hospital, Haslar, by a Cardiff doctor, Surg. Lieut.-Cdr. R. P. Phillips, R.N.R.

The medals were received for the hospital's museum by the Medical Officer-in-Charge, Surg. Rear-Admiral C. L. T. McClintock. They include the Military Cross won at Gallipoli by Surg. Capt. R. K. Shaw, one of the few naval medical officers to receive the M.C.

Surg. Lieut.-Cdr. Phillips joined the Royal Navy in 1942, was commissioned two years later and joined the R.N.R. in 1953 after qualifying as a medical officer. To complete his collection of medals he has researched the Service careers of the individuals concerned, and his gift makes a most interesting addition to Haslar's museum.

Among his other treasures is a medal awarded after Lord Howe's victory of the "Glorious First of June," 1794, and the medals of Admiral Sir William Goodenough, who commanded the Second Cruiser Squadron in the Battle of Jutland, 1916.

Photo: Clare Spence



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Navy nets a cow

A Wessex 1 of 772 Squadron, based at Portland, rescued a cow which rolled down a bank into a bog on a farm at Powerstock, Dorset. After the animal had been sedated, Leading Aircrewman Alf Brennan and farm workers rolled it into a net and the cow was then lifted clear, exhausted but safe. Pilot of the aircraft was Lieut. Nick Taylor and third member of the crew was Leading Aircrewman "Sox" Glover.



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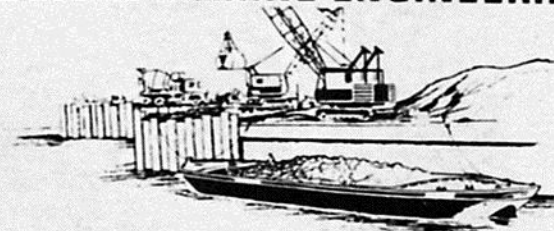
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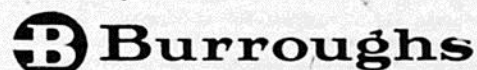
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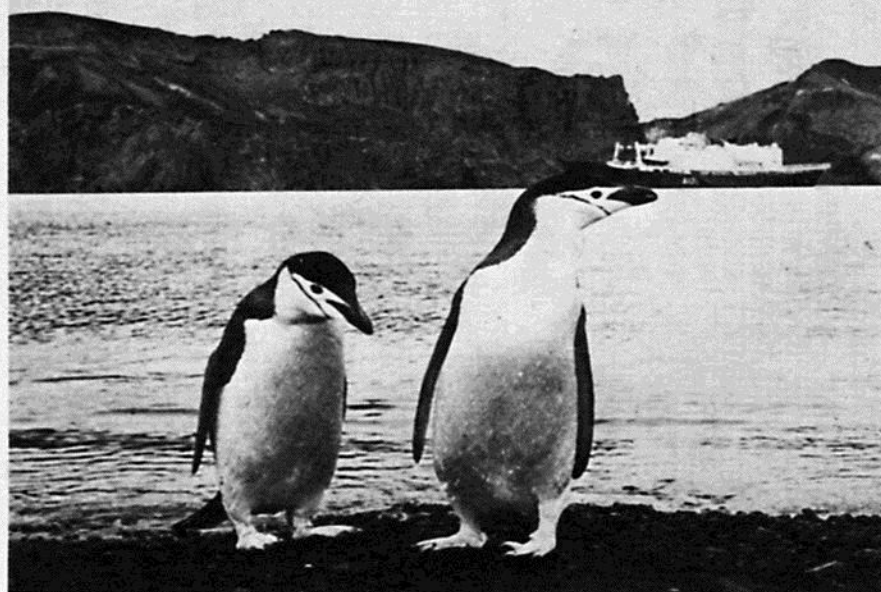
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ENDURANCE BY NAME...



Parade of the penguins in Antarctica: Left, chinstrap penguins on Deception Island, which is a volcanic crater, with H.M.S. Endurance in the background. Right, LS Ken Souch and Stwd Graham Sumner with an Adelle penguin on Argentine Island.



Pictures: Bill Timkey.

Helo in dash to aid Hero

There is certainly no cold war in the Antarctic — scene of an international mercy mission involving the Royal Navy research ship H.M.S. Endurance, the U.S. research ship Hero, and the Russians.

Prominent in the operation, which started when the American ship picked up an injured photographer, was the Endurance's medical officer, Surgeon-Lieut. Alan Bray, who was winched down to the Hero from one of the Endurance's helicopters after a 110-mile flight from the British ship.

He immediately treated the casualty, a 72-year-old American from a tourist ship who had been taking pictures in the volcanic crater of Deception Island when he slipped and injured his shoulder.

URGENT

The man was subsequently landed at the Soviet base at Bellingshausen to await return to the United States for surgery.

The helicopter was piloted by Lieut. Arthur Swain and winch operator Leading Aircrewman Roy Tarrant.

Later when the man's condition worsened, the Russians radioed for medical assistance and Surgeon-Lieut. Bray returned by helicopter to Bellingshausen to help a Russian surgeon perform an urgent operation.

The photographer was well enough afterwards to wave good-bye to the Endurance M.O. as he returned to his ship by helicopter.

...ENDURANCE BY NATURE

Boat smashed in blizzard

Camp parties sent ashore from H.M.S. Endurance to search for geological treasures for the boffins of the British Antarctic Survey can usually expect a tough time huddled under canvas on the icy polar shores.

But none have been caught in such perilous conditions as the party which undertook the last mission of this season's work at the inappropriately named Harmony Cove on Nelson Island in the South Shetlands.

The party set off in the motor survey boat, James Caird, while the Endurance sailed farther down the Graham Land Peninsula. Camp was set up and for ten days the survey work went according to plan.

DISASTER

Then disaster struck. The cove was hit by the full force of an Antarctic blizzard which raged on for five days. Continuously falling snow, combined with gusts of over 100 knots, reduced the camp to a shambles.

One large tent was ripped to shreds and several others damaged. For three days the James Caird rode out the pounding from the wind and the ice falling from the surrounding cliff, but on the fourth day she finally surrendered to the elements and broke free from her moorings.

In minutes she was thrown against the ice cliff and slowly battered to death in view of the campers (picture below).

After five days members of the party were lifted from this below-zero hell when the ship's helicopters took advantage of a lull in the weather to fly to the rescue.

Sailors of the ice patrol ship H.M.S. Endurance, which is now steaming home at the end of this season's survey work in the Antarctic, experienced several sharp exchanges in temperature and tempo in the last month in the South Atlantic.

After spending Christmas in the Falkland Islands, taking full advantage of the midsummer weather and the equally warm hospitality of the islanders, the Endurance sailed to the sun and fun on the beaches of Mar Del Plata, Argentina, to see the New Year in.

Some members managed to squeeze in two celebrations on New Year's Eve, one on board at midnight GMT and ashore with the locals three hours later.

Icebergs

The ship's angling club went fishing with the Club Pesca Atlantico and took part in a competition on an inland lake, while the footballers took on an Argentinian Navy team, going down by four goals to three after a hard-fought match.

Also well catered for were the ship's golfers who played on the local championship course.

A more austere festive season faced a survey boat party who were "marooned" on Westpoint Island in the north-west of the Falklands.

However, they managed to inject some cheer into the bleak surroundings with the help of the island's four permanent inhabitants, who supplemented the campers' diet with mutton, beef and milk, in addition to the turkey and Christmas cake left by the ship's cooks.

After a week's rest in Argentina it was back to work for the

ship's company, this time in the South Shetland Islands.

A boat party was landed at Harmony Cove, and the Endurance sailed across the Bransfield Strait and into difficult conditions in the Weddell Sea where the ship was surrounded by icebergs, grim reminders of the fate of Shackleton's Endurance, which was crushed by pack ice in the area.

After investigating sea and weather conditions the ship sailed southward down the west coast of Graham Land. Even with the icebergs it was surprisingly warm enough for shirt-sleeve order on deck, on passage through the Neumayer Channel.

A visit to the U.S. Palmer Base included a trip to see a penguin rookery. Then after passing

through the scenic Le Maire Channel, the Endurance called at the British Antarctic Survey base in the Argentine Islands.

The ship then dipped inside the Antarctic Circle and open pack ice before turning back to the South Shetlands.

On the way back to help BAS geologists survey Nelson Strait, the Endurance called at Deception Island and anchored inside the crater of a live volcano.

In a final shore run, before heading North and home, some of the company tried skiing with varying results, when the Endurance put into Potter Cove in the South Shetlands.

The Endurance is expected to arrive in Portsmouth on March 20.

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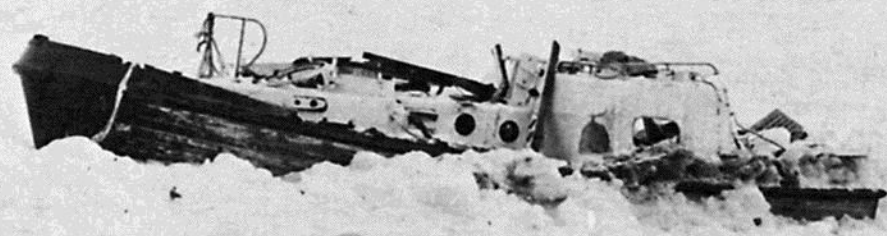
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ARIADNE GIFT

There was no question of H.M.S. Ariadne's ship's company having their cake and eating it when faced with the "problem" of how to dispose of a 4ft. x 2ft. creation decorated with a relief map of the world and the flags of 12 countries visited during a deployment.

They presented the cake to the staff and children

of Clarendon School, Hampton, Middlesex, the school they have adopted.

The ship's visit to London was an ideal opportunity for 45 children and eleven staff to tour the ship and for the cake, made by PO Ck Taff Doble for entry in the Fleet Cookery Competition, to be handed over to them by the ship's commanding officer, Cdr. C. J. Caughey.

WHAT THE GIFT OF A LIFT MEANS TO THE WHITES . . .

Nipping upstairs to make the beds, or to sort out the kids before their squabble develops into a full-scale battle, is an operation which most housewives take in their stride. But for others it's not so easy.

Mrs. Diane White, wife of RPO John White and mother of their two boys aged ten and six, cannot nip up the stairs. In fact, she cannot "nip" anywhere. She has multiple sclerosis.

About 50,000 people in this country are suffering from the disease, many with growing paralysis of movement, failing speech or sight, increasing helplessness and frustration.

Diane is not confined to bed, or chair-bound like some, but she has great diffi-

culty in getting around her home at Cowes, Isle of Wight. "Her most arduous, and possibly most hazardous, task is climbing up and down stairs," said her husband.

With a sea draft looming — John was leaving H.M.S. Nelson, Portsmouth, and

joining H.M.S. Hardy as Master-at-Arms on March 3 — he was particularly anxious to ensure that Diane could easily and safely negotiate the stairs before he left home.

Not keen to uproot his family and move into a bungalow, and unwilling to impose upon Diane the psychological disadvantage of being cut off from half her home (which would be the effect of converting the house to allow her to live on the ground floor) John decided that a stair lift was the answer. But it would cost at least £1,000 to instal.

Could the Royal Naval Benevolent Trust help?

"To most sailors the R.N.B.T. is shrouded in

secrecy and regarded with some suspicion. This is because all applications are handled in strictest confidence and all 'feed back' is, at best, second hand," said John. "With this in mind, and with fingers crossed, I approached the Trust."

Relief

The relief was immediate. A £40 bill for the installation of a telephone — "lifeline of all disabled people" — was settled, and the R.N.B.T. produced a grant of £250 towards the cost of the stair lift.

Mr. Eric Ross, local secretary, took on the task of collecting the remainder from other charities and organizations. Thanks to his efforts the total had reached £750 by mid-February, with the offer from the Navy Special Fund of an interest-free loan for the balance.

Relieved of this financial burden John was able to place a firm order for the stair lift and apply himself to his new job in H.M.S. Hardy without worrying too much about home.

'GENERAL' RETIRES

Mr. G. H. Booth, affectionately known to all as "General", has retired from the Naval School of Motoring, which he joined in 1952. Since 1966 he had been the school's chief instructor. He is a survivor of the H.M.S. Royal Oak disaster.

MIND THE METERS !

Times — and rates of pay — have certainly changed since the mid-1930s when an able seaman received 21 shillings (£1.05) a week, with ten shillings (50p) marriage allowance.

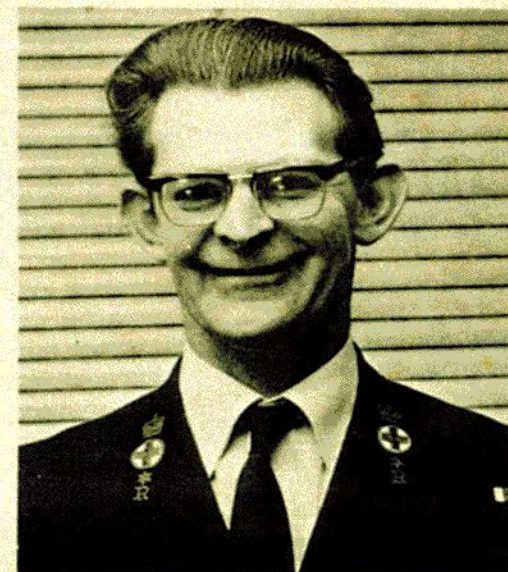
But despite the fact that an able seaman now gets about £40 a week, some sailors and their wives are unable to cope with domestic accounts.

In the past seven months the Royal Naval Benevolent Trust has found it necessary to help 24 junior and senior rates to pay gas accounts totalling £220.28 and electricity bills amounting to £553.21.

The situation is not as bad as it used to be, according to the R.N.B.T., but even these figures — which represent an average of more than £32 per applicant — suggest that some families need to budget more carefully and to exercise economy in the use of appliances.

This problem has been highlighted in Navy News on a previous occasion, when it was suggested that such bills should be paid by bankers' orders.

FOR HER: Safety on the stairs FOR HIM: Work without worry



MEDICAL BRANCH MEN AT THE TOP

The Medical Branch of the Royal Navy is proportionately represented on the R.N.B.T.'s committees, although it is not quite as well represented as some of the other branches. For the Medical Branch to provide the chairmen for two Local Committees, therefore, is a rare achievement.

CMT(R) A. James (above) has been elected chairman of the Devonport Local Committee and CMT(HP) G. Coulson (below) is now running into his second year as chairman of the Portsmouth Local Committee.

"Jimmy" James made R.N.B.T. history as the first person to have served as the chairman of two Local Committees: from December 1968 to January 1973 he took the chair at Chatham. He joined the Navy in 1950 and qualified as a member of the Society of Radiographers in 1956. He became interested in the R.N.B.T. in 1967 when serving in the RN Hospital, Gibraltar, where he filled the corresponding representative's billet.

"Gerry" Coulson specializes in health physics. He joined the Navy in 1948, completed his National Service engagement in 1950 and rejoined in 1952. He is now on a "fifth five" engagement and is serving in H.M.S. Dolphin. As well as working for the R.N.B.T. he is interested in cricket, motoring and boxing (he is a referee).



Signs of the times

The Royal Naval Benevolent Trust has increased its limits governing certain types of application by 25 per cent. — a reflection of today's high cost of living.

Another sign of the times is the Trust's observation that the majority of private school fees have increased by as much as 50 per cent. in the past 18 months.

When you need a helping hand . . .



Since July 1, 1974, the Grants Committee of the R.N.B.T. has distributed £95,000

Fill her up...

'Sky pilots' for Bulwark

FUELLING TIME FOR A FOXTROT

On H.M.S. Bulwark's first day at sea for 10 months, two clerics were flown on board for Sunday services by 848 Squadron, which had just rejoined the ship. Seen with Chief Aircrewman Simms are the Rev. P. Chapman, chaplain to 42 Commando, and (right) the Rev. W. R. Brown, R.C. chaplain in H.M.S. Drake.

The commando carrier had sailed from Devonport for sea trials following major refit.

Later when three new Gazelle helicopters took off from the ship for a demonstration, a "flying guest" was the Lord Mayor of Plymouth (Mr. Fred Johnson).



WARM THOUGHTS

Seen refuelling in the Mediterranean south of Sicily is a Soviet submarine of the Foxtrot class.

The photograph was taken from a Sea King of 826 Squadron, from the helicopter cruiser H.M.S. Tiger.



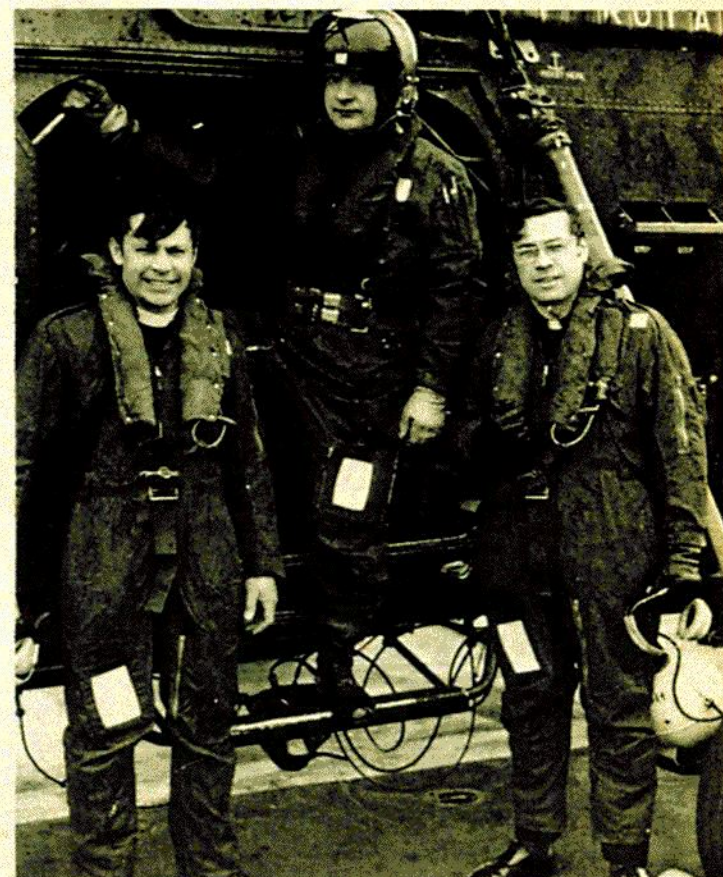
Firewood for the senior citizens of Chatham — by courtesy of the Royal Navy. Twenty-five stewards in training in H.M.S. Pembroke spent a week-end chopping wood at Mereworth for distribution at an old people's centre in Military Road, Chatham. Handing over logs are, from the left, Std. Graham Manering, PO Mike Waller and Std. Nigel Spragg. Among the recipients was 92-year-old Mrs. Jeanne Robinson (centre).

Photo: Les Warr

With Marines on Arctic training

Navy Minister Mr. Frank Judd was visiting Norway in late February to familiarise himself with the work of H.Q. Allied Forces Northern Europe and to see 45 Commando Group, Royal Marines, carrying out Arctic training for their role in support of NATO's northern flank.

He was also calling on the Norwegian Minister of Defence.



THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:



ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

Dr. Luns recalls his Navy days

When the Emperor of Japan's brother visited the Netherlands about 1932 and inspected a naval squadron at den Helder, the sailors standing to attention before His Imperial Majesty included one destined to be probably the most distinguished yeoman of signals in the world.

He was Dr. J. M. A. H. Luns, who 30 years later was visiting cherry-blossom land as the Netherlands Foreign Minister.

Received in private audience by the Emperor in Tokyo palace, Dr. Luns was asked if he had been in contact with Japan before, and was able to amuse the Emperor with his account of the fleeting moment, "which made a slightly bigger impression on me than on His Imperial Highness the Prince Takamatsu."

Signalman

Today, Dr. Luns, G.C.M.G., C.H., D.C.L., LL.D., is Secretary General of the North Atlantic Treaty Organisation, and an outstanding figure in international affairs.

In his personal possessions are the little snapshots so familiar to any matelot, and one he sent to Navy News "shows me in rather dirty fatigue dress, holding a rifle in my hand and leaning on the

shoulder of one of my colleagues."

Dr. Luns was called up for service in the spring of 1931, and was in the Netherlands Navy about a year.



The snapshot sent by Dr. Luns showing him, on the left, with a colleague while serving in the Netherlands Navy.

"I became a signalman first class," he wrote, "my pay being the equivalent of about 8p a day — which at least prevented me from being extravagant!"

Stationed at den Helder, the main Dutch naval base, his time in the Navy included service in torpedo boats and a short period in the coast defence battleship H.N.M.S. Jacob van Heemskerck.

'Boy in blue'

After his military service he studied law at Amsterdam University, later going into politics, but his early experiences as a "boy in blue" left him with a keen interest in naval matters.

A frequent visitor aboard Royal Navy vessels, he was a guest in the fleet minesweeper H.M.S. Dunoon at the Jubilee Naval Review in 1935, and in 1969, as Foreign Minister of the Netherlands, was invited to the Royal Yacht Britannia by the Queen, to witness the NATO Naval Review at Spithead.

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To explore what NES can do for you, call or write, outlining your background and objectives, stating home and work telephone number (where permitted). Literature on our career location service will be sent you and arrangements can be made for a confidential interview in London or Portsmouth.

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Please send career details to date, quoting Ref. NN/488 to:

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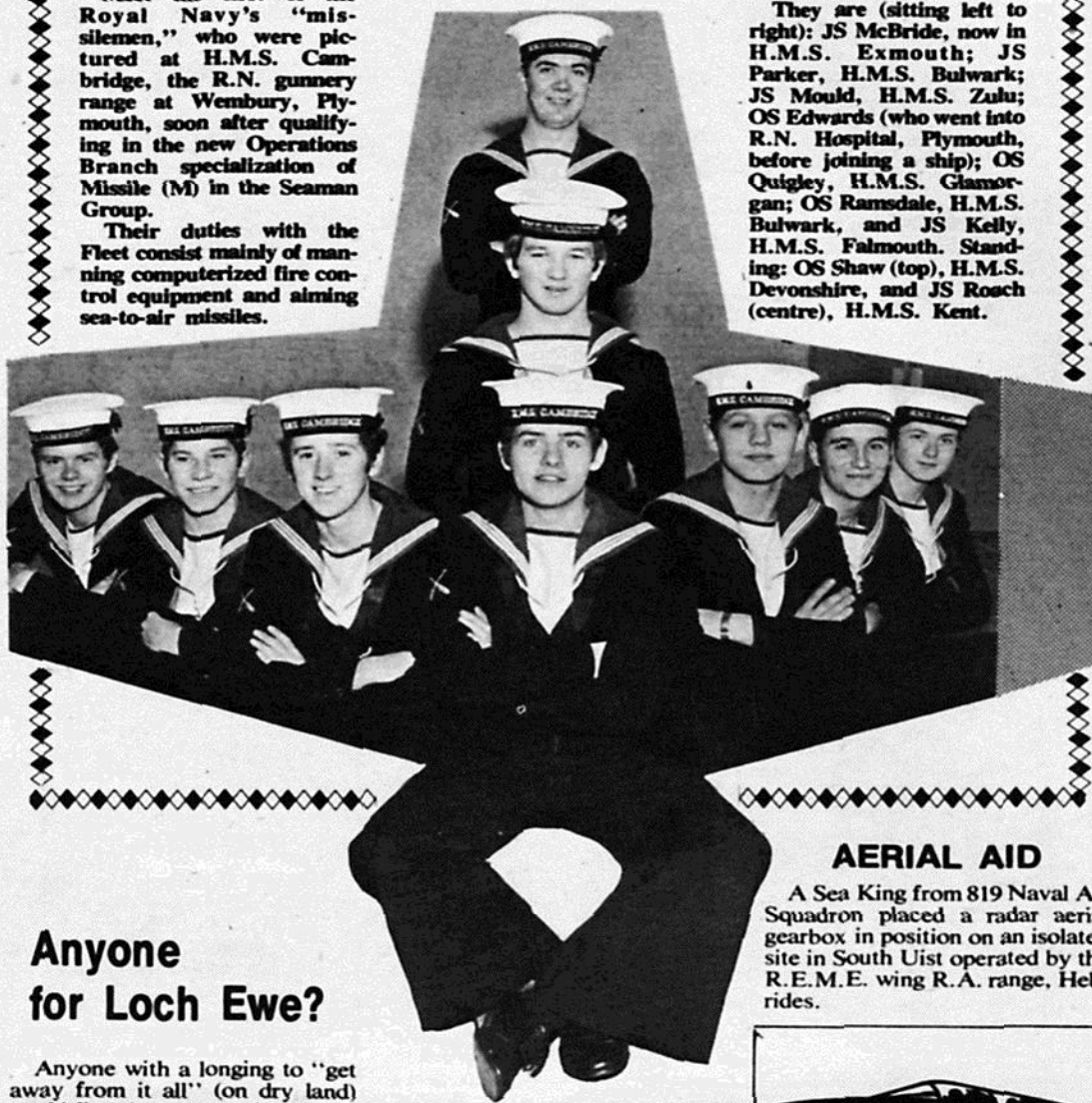


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MEET THE 'MISSILEMEN'

Meet the first of the Royal Navy's "missilemen," who were pictured at H.M.S. Cambridge, the R.N. gunnery range at Wembury, Plymouth, soon after qualifying in the new Operations Branch specialization of Missile (M) in the Seaman Group.

Their duties with the Fleet consist mainly of manning computerized fire control equipment and aiming sea-to-air missiles.



They are (sitting left to right): JS McBride, now in H.M.S. Exmouth; JS Parker, H.M.S. Bulwark; JS Mould, H.M.S. Zulu; OS Edwards (who went into R.N. Hospital, Plymouth, before joining a ship); OS Quigley, H.M.S. Glamorgan; OS Ramsdale, H.M.S. Bulwark, and JS Kelly, H.M.S. Falmouth. Standing: OS Shaw (top), H.M.S. Devonshire, and JS Roach (centre), H.M.S. Kent.

Anyone for Loch Ewe?

Anyone with a longing to "get away from it all" (on dry land) could find the opportunity by volunteering for ship's company duties at the 1975 cadet summer camp at Loch Ewe.

The camp is situated within the naval establishment near Alutbea, Western Ross. Living conditions are austere, with the majority of accommodation consisting of nissen huts fitted with gas central heating.

Week-end leave is not normally given and ratings make the most of their leisure time in this remote spot by fishing, going on expeditions, and turning their hands to any job required.

Having difficulty in finding private accommodation in the Portsmouth area? Try the sailors' own

SHORE ACCOMMODATION BUREAU

It is situated in Swiftsure Block just outside the main gate of H.M.S. Nelson and is open from 1400 to 1700 Monday to Friday.

AERIAL AID

A Sea King from 819 Naval Air Squadron placed a radar aerial gearbox in position on an isolated site in South Uist operated by the R.E.M.E. wing R.A. range, Hebrides.

Welcome to the bigger, better Victory Club

After completion of improvement work, London's Victory Services Club is aiming to boost its 36,000 membership.

Facilities at the club near Marble Arch include 300 centrally-heated bedrooms — 60 of them for married couples — bars, dining rooms, cafeteria, and lounges. Additions include an ultra-modern lounge, television lounges, another bar lounge, and a billiard room.

As well as providing accommodation, the club is suitable for reunion dinners, dances, conferences, and meetings. Its facilities are offered to all ranks, serving or retired, including the Women's Services, wives, and husbands. Membership and other details from: The Secretary, Victory Services Club, 63-79, Seymour Street, London W2 2HF.

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London Electronics College provides full-time specialised training courses of 18 months duration for selected ex-R.N. Radio Operators & L.R.E.M.'s who wish to become Radio Officers in the Merchant Navy (including the Royal Fleet Auxiliary).

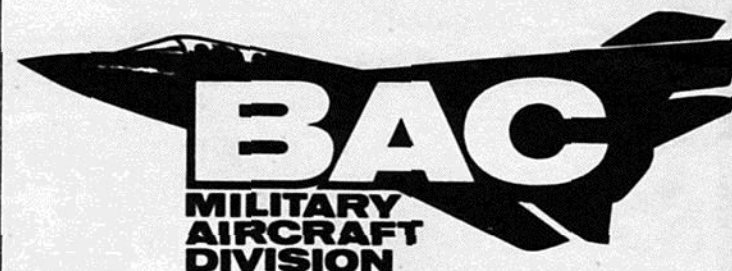
Courses in Mono and Colour TV are also available for men who wish to obtain employment as TV Service Engineers.

Training grants available.

Full details from:

London Electronics College

Dept. N/S, 20 Penywern Road,
Earls Court, London, S.W.5 9SU



AIRCRAFT ENGINEERS

The Military Aircraft Division of British Aircraft Corporation has a number of vacancies arising for aircraft engineers. These vacancies are particularly suitable for ex-Royal Air Force and Fleet Air Arm Senior N.C.O.s with recent modern aircraft experience.

The successful applicants will be between 30 and 55 years of age, will have at least 10 years' experience, and will preferably possess an O.N.C. in a related subject. Their trade in the Service should be Electrical, Instruments, Avionics or Armament.

The majority of the positions are based at Warton and will be concerned with the following responsibilities:

1. Technical support on current BAC aircraft for the RAF and overseas customers.
2. Analysis of servicing and maintainability on the MRCA.
3. To prepare and provide "Lead-in" Training on the Jaguar aircraft.
4. To provide product support on armament systems fitted to all BAC aircraft.

Additionally, there are two vacancies for engineers to be trained as Avionics Representatives in South America and the Middle East.

Type training will be provided to successful applicants with appropriate experience.

Suitably qualified personnel are invited to write for an Application Form, quoting reference number NN/175, to:



**W. C. Marsden,
Senior Personnel Officer,
British Aircraft Corporation,
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Warton Aerodrome,
Preston, Lancs. PR4 1AX**

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The Chief Constable's Office

UKAEA, Constabulary Building No. 1

AERE, Harwell, Didcot, Oxon, OX11 0RA

ROYAL JOB FOR DAVID

CPO Cook David Bonner, of H.M.S. Hecla, is to become a chef on board the Royal Yacht Britannia in July. The man he is replacing has done the job for 21 years.

David (pictured right) joined the Navy as a 15-year-old in 1962. "I was interested in cooking at home so I joined up as a cook," he said.

The Queen has a member of the Royal Household to cook for her on board the Royal Yacht, but David may help to prepare the royal meals.

During the present tour the Britannia is visiting Madeira, Antigua, Honduras, Nicaragua, British Honduras and Mexico. She is due to return to Portsmouth on May 15.



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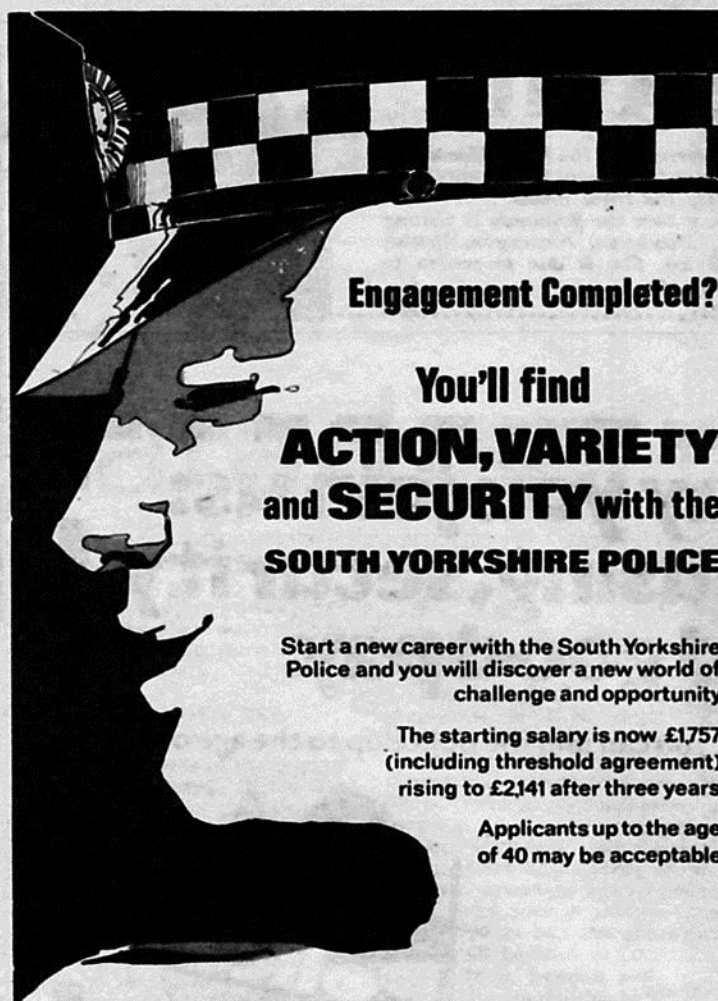
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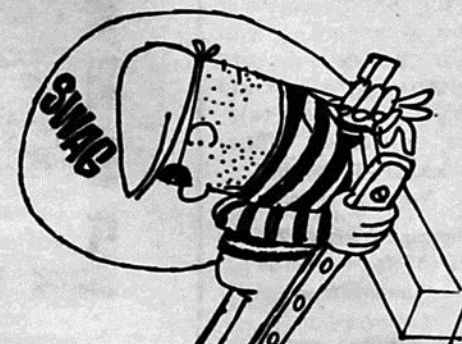
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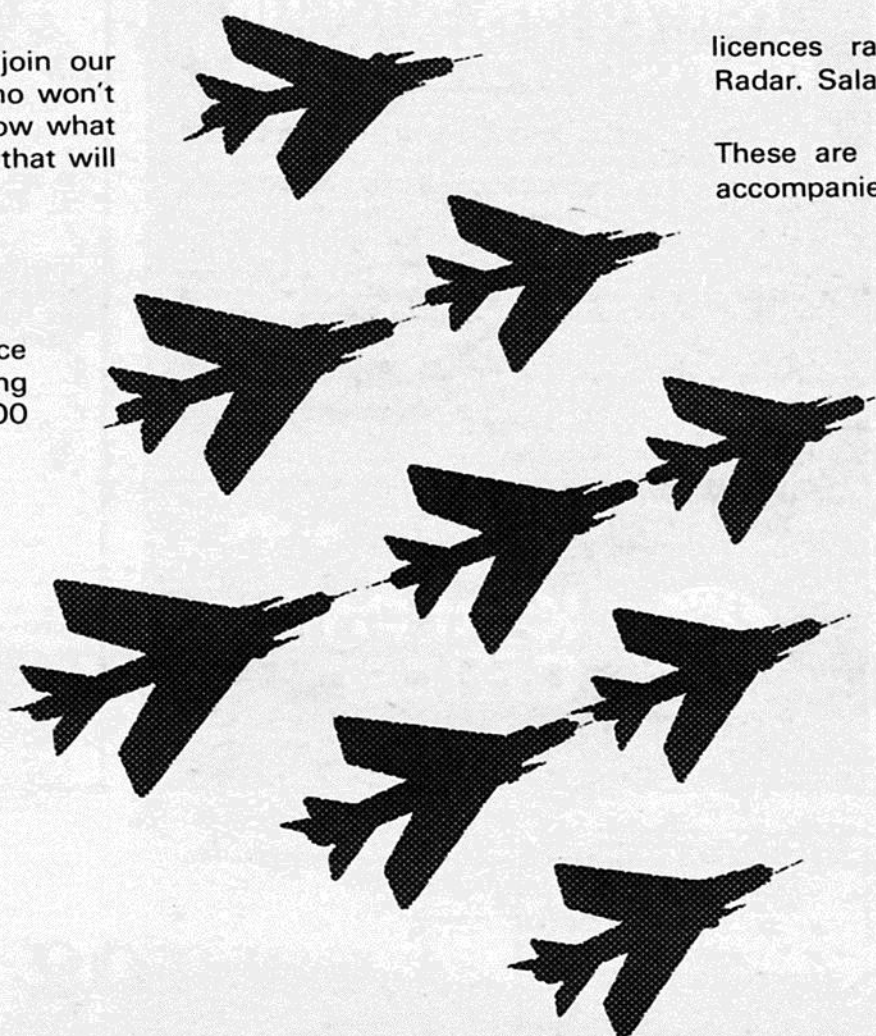
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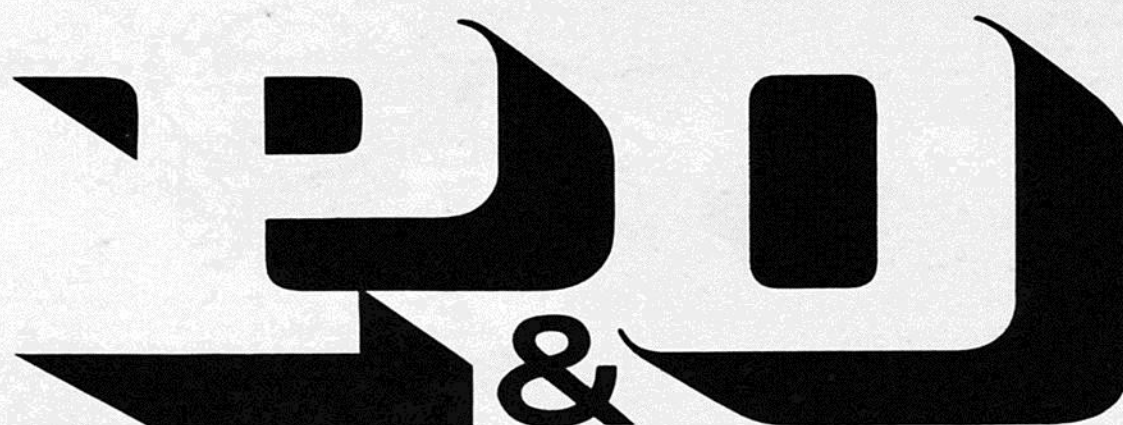
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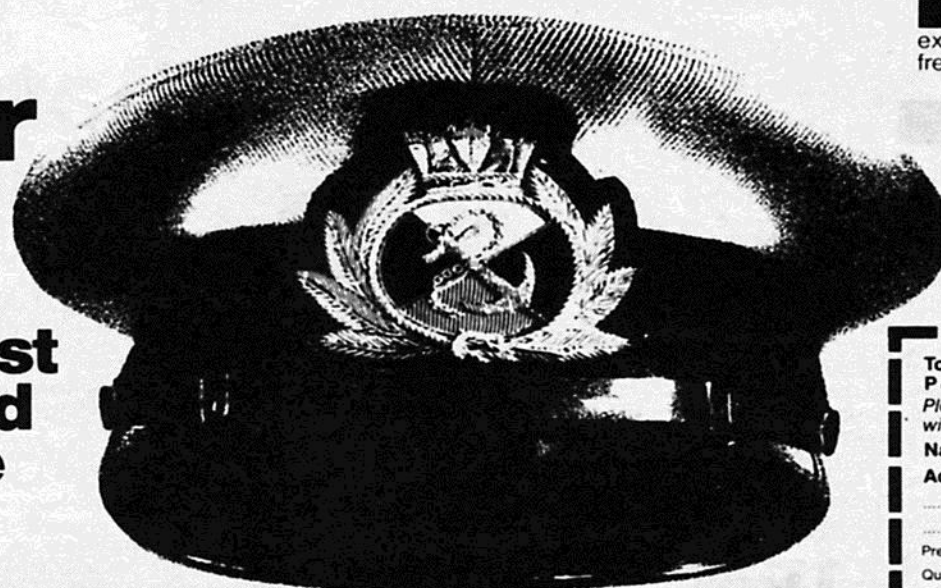


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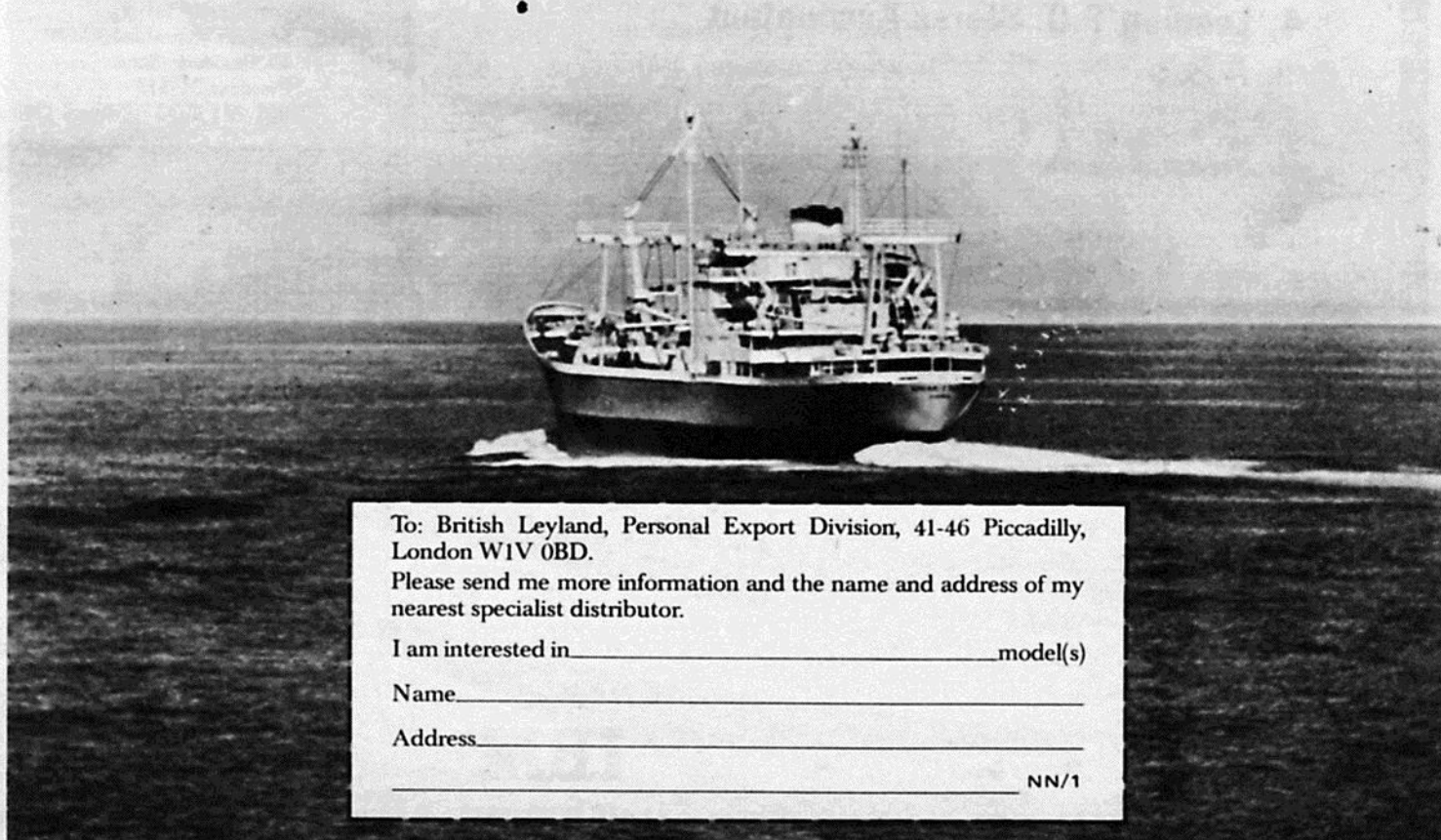
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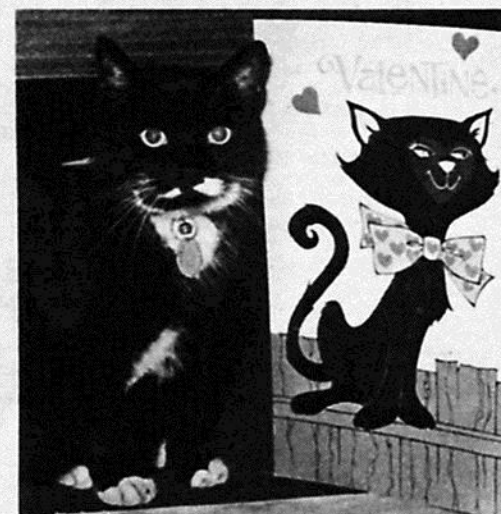


A 600-manpower Valentine's Day greeting in the form of a heart-shaped cake was presented to the 100 Wrens in H.M.S. Dryad, Southwick, by their male colleagues. The girls replied with this huge card, which Junior Cook Julian Watson received from Wren Lindsay Arbus.

Above: Capt. James Kennon, commanding officer of H.M.S. Pembroke, the R.N. Supply and Secretariat school at Chatham, accepted a large handmade card which came with love — and kisses — from the 80 Wrens on the staff or training at the establishment. The kisses were supplied by Dental Surgery Assistant Pat Quinn and Steward Paula Januszewski.
Photo: Les Warr



Right: The lads on board H.M.S. Bulwark were expecting a large delivery of mail on St Valentine's Day — they had been told to look out for a mailbag arriving by helicopter as an underslung load! Seen on the flight deck of the commando carrier with two of the largest cards received by the ship are MEM John Mills (left) and REM Gary Rowlands.



Even H.M.S. Hecate's pet "Fred Wunpound" received a Valentine Card. It was sent to him by a female feline friend ("Crafty devil, he never told us," says the ship's company), who signed herself "Tinkabell." The message on Fred's card read: "From a very lonely she-cat, to the one and only sea-cat."

Photo: LA (Phot) Stewart Kent.

JOHN JOINS 'SARBE' CLUB

The crew of a Wessex helicopter which ditched in the sea off Portland last July have been enrolled as members of the SARBE Survivors Club because the success of their rescue was due largely to the effectiveness of their search and rescue beacons.

Each member received an engraved tankard like the one in this picture from H.M.S. Gurkha. This tankard was presented to Lieut. John Harvey, an observer, by Cdr. Tim Lee, commanding officer of the Gurkha, in which Lieut. Harvey is now serving.

PAINTING

On another occasion, Cdr. Lee found himself on the receiving end of a presentation when he accepted, on behalf of his ship, a painting of an early H.M.S. Gurkha. It was presented by the officer who commanded the destroyer in the First World War, Admiral H. T. Baillie-Grohman.



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Injuries put paid to title hope

"The best-laid plans of mice and men . . ." And so it was that the Navy's plan to retain the Services Rugby Championship came to nought when the R.A.F. beat the Navy by 20 points to seven at Twickenham on February 8, writes Nimrod.

Those are the bare facts but behind them lies the drama and excitement of a superb game of rugby in which three injured Navy players had to leave the field.

Ten minutes before half-time Mick Connolly, the immensely strong and talented wing-forward, dislocated his shoulder; five minutes after half-time Colin Davies, the Navy's key player at scrum-half, left with a serious head injury; and 20 minutes from the end John Ackerman went off with a similar injury.

But what a splendid match it was. Until Connolly went off the Navy was generally in command against an aggressive and determined R.A.F. pack and the Navy backs, well fed by Davies and Jones, were making all sorts of hooks in the R.A.F. defence.

RUGBY

However, the R.A.F. back row cover was excellent and they kept the Navy out until a superb run by Archer on the left ended in touch on the R.A.F. line and Alan Wilson, the big second row, crashed over from the lineout.

As the sides had exchanged penalty goals the score stood at 7-3 to the Navy at half-time. When the Navy pack was reduced to six men after the interval, the R.A.F. started to see more of the ball and it was really no surprise when Billy Steele, that great Scottish wing-threequarter, who was captaining the airmen, jinked his way over for a try.

The weight of eight against six really began to tell and two further tries by Gordon and Howe gave the R.A.F. a winning lead despite some quite heroic play by the five men now left in the Navy pack.

In fact the Navy pressed until the last moment and brought an upsurge of pride to their fervent supporters by their gallant effort.

By the time this is published the Army match will have been won and lost and if by some mischance the Navy should have lost it will be no fault of the players, who have been dogged by ill luck since Christmas.

Apart from the R.A.F. and Cambridge games the side has played Oxford University, losing 9-6, and the Harlequins, drawing 19-19.

In the Oxford match, played on the Wednesday after the R.A.F. game, the Navy was unlucky to lose yet another player by injury.

— Bob Easson, the captain, who went off with torn ligaments in his knee. It is highly doubtful whether he will ever play again.

CAMPAIGNERS

So the toll of injured players out for at least the rest of this season reads: 1, Trevor Gatehouse — compacted vertebrae; 2, Mick Connolly — dislocated shoulder, a repeat of a dislocation which entailed an operation two years ago; 3, Bob Easson.

The Navy selector was fortunate in having some seasoned and formidable campaigners to bring in as replacements in the side for the Army match. Roy Smith, the U.S. hooker, took over from Gatehouse, Paul Dunn took the flanker berth vacated by Connolly and the captaincy and Yorky Loveday moved into Easson's place at No. 8.

In addition, Alan Wilson has been injured and goes off to sea leaving a berth in the second row for Tim Kelly, previously capped for the Navy in 1972 and back in form for Somerset.

How the "duck" was broken

The Navy broke its post-Christmas "duck" with a fine 26-24 win against Cambridge University on February 19 — all the more creditable because several reserves were in the team.

It was not until Cambridge had scored four tries and were leading 20-6 — the Navy's points coming from a dropped goal by captain Paul Dunn (cheeky for a wing-forward!) — that Navy scrum-half Colin Davies' supremacy was turned into points. He scored three tries and Hugh Archer another.



Guns ancient and modern — but both spell Victory for Royal Navy Women. Story below.

CHAMP WARD FOR MOROCCO

Navy cross-country champion Lieut. Rees Ward (Manadon) has been selected to run for Scotland in the international cross-country championship in Rabat, Morocco, on March 15. It will be his fourth appearance for Scotland and his second as a full international.

Running for Plymouth Command, Lieut. Ward won the Navy Cross-Country Championship at H.M.S. Mercury on February 21 in a time of 31min. 43sec., more than a minute ahead of LS Terry Osbourne (Air), with Lieut. Deathridge (Plymouth) third. Air won the team title with 65 points from Royal Marines (82) and Plymouth (110).

Lieut. Ward had finished three minutes clear of his nearest rival to win the individual event in the Plymouth Command cross-country championship at H.M.S. Cambridge on February 4. Manadon won the team award. Ship's Cup went to H.M.S. Penelope and Fisgard A won the junior team event.

COURSE RECORD

PO Taff Bartley (Daedalus) set a new course record at H.M.S. Mercury when he won the Naval Air Command Cross-country Championship in 34min. 35sec. Daedalus won the team award.

Portsmouth Command cross-country individual championship was won by Vic Tarrant (H.M.S. Sultan), who completed the six-mile H.M.S. Mercury course in 36min. 6sec. H.M.S. Nelson won the team award. Junior champion is Higgins (Mercury) with a record time of 19min. 44sec. over the three-mile distance. Junior team title went to H.M.S. Collingwood.

GUN GIRLS A BIG HIT!

Mick wins triathlon

The Royal Navy's first triathlon — running, swimming and shooting — was won by PO Mick Ellis (Yeovilton) with 3,722 points, ahead of PO Tim Keneally (Dryad) with 3,241. Team award went to H.M.S. Dryad (7,422) with H.M.S. Temeraire (6,938) runners-up.

● PO Ellis was selected to represent Great Britain A team in an open European pentathlon competition in Waldorf, Germany. It is his fifth international cap.

● The Navy finished third in the Inter-Service Championships on the Cresta Run at St Moritz on February 5. The Army won in 11min. 25.7sec. followed by 25.74sec. R.A.F. (11min. 27.27sec.). The Navy time was 12min. 10.01sec.

A three-point margin gave the Royal Navy victory in the Inter-Service Women's Rifle Shooting Competition at R.A.F. Halton on February 10. It was the fourth Inter-Service success by Royal Navy Women in a year.

The final scores were R.N. (W) 1,912 points; R.A.F. (W) 1,090; Army (W) 1,893.

Best shot was Wren Lynn Birkett (Newcastle Careers) with 195 out of a possible 200, while Wren Sue Byrne (Daedalus) won the N.S.R.A. medal for the best score by anyone in the Navy team who had not previously won the award.

Two members of the team will particularly remember the championships — First Officer Joan Bolton King, who celebrated 21 years with the team, and Chief Wren Brenda Wakefield, the captain, who retires from the Service in June.

During pre-tournament training the team visited H.M.S. Victory and were shown how the old bat-

tle's guns were fired at Trafalgar (just by way of a contrast).

In the top picture (left to right) are Second Officer Georgie Purches (Newcastle Careers) with the reamer, Lieut.-Cdr. Peter Whitlock (commanding officer, H.M.S. Victory), Chief Wren Wakefield (H.M.S. Drake) as Captain of the Gun, Wren Birkett with the rammer, LWren Grug James (H.M.S. Neptune), who was a reserve, with a cannonball and Third Officer Penny Lee (R.A.F. Brampton) with the sponger.

Second Officer Purches and Wren Birkett are in K. M. Todd's lower picture with their more modern weapons.

Champs

Other members of the team were Third Officer Z. Baal (President), Third Officer S. Dudley (President), POWren J. Cronin (Daedalus), POWren J. Gowland (Nelson), and LWren F. Stanley (Nelson). The second reserve was LWren S. Bevan (Neptune).

In the past year R.N. Women's teams have also won the Inter-Service hockey, fencing and table tennis championships and have finished runners-up in lawn tennis, swimming, netball and squash. In addition, fencer Barbara Williams is the Inter-Service Champion-at-Arms.

Rally win for 848 Squadron



Driving to victory — Chris Eke's car, navigated by Les Frapp, in action on the tank training ground at Bovington.

Leading Aircrewman Chris Eke, driving a Ford Escort Mexico, won the Navy's premier motor-sport event, the Sowerby Trophy Rally, run from R.N.S.A. Portland on February 1 and 2.

The car was navigated by Les Frapp and entered by 848 Squadron, Yeovilton. The team award was won by R.N.E.C. Manadon.

Organized by the R.N. and R.M. Motoring Association, the event is unusual in that it gives the enthusiast a chance to compete with his car in various aspects of driving skill, including auto-tests, a night navigational rally and a trial.

In one of the auto-tests the navigator calling out instructions to the blindfolded driver as he negotiated pylons.

Route of the night navigational

rally wound its way through South Dorset, finishing in the early hours. At 10 a.m. the same day the crews started the trial, which included six tests on the tank training area at Bovington Camp. The event finished at Winfrith's Red Lion.

LION'S SHARE FOR R.N.

Navy cross-country teams and individuals continue to occupy the lion's share of top places in the Southern Aggregate League. After the fifth meeting, held at Wimbledon, Collingwood A, Daedalus, and Sultan, in that order, held on to the first three positions in Division One, with Dryad and Mercury second and third in Division Two.

... to VOLLEYBALL

SPORT

KEN'S FROZEN ASSET!

The British haddock record, it seems, was not just broken — it was completely smashed by Sub-Lieut. Ken White, of Cudrose Angling Club, when he landed a 12lb. 10oz. specimen in Falmouth Bay. The current official record stands at 10lb. 12oz.

With succulent squid dangled on one hook, fresh mackerel on another and a smelly week-old lugworm on a third, Ken cast a three-hook tackle rig into the depths of the bay near the Manacles, a hazardous bunch of rocks on the east coast of the Lizard Peninsula, Cornwall.

At first, Ken thought he had landed a cod, but when the fish broke the surface he realized

it was a giant haddock (not to mention the largest ever caught in British waters) and he had to be careful the hook did not tear free.

The British Record Fish Committee will sit in March or April to decide whether the haddock has officially broken the record set in 1972. Meanwhile, the giant fish is kept fresh in Ken's deep-freeze at home.

Ken has been awarded the Angling Times Rod and Reel prize, the Angling Mail Fish of the Month award, the News of the World rod prize and an angling umbrella from the Daily Express.

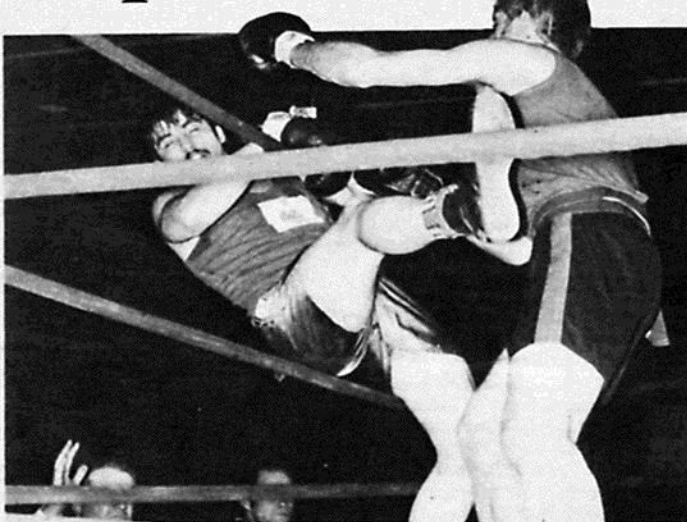
Picture: D. Jory Photonews Service.

UNBEATEN

Boxing squad so near triumph

Defeat of the R.A.F. after a form-upsetting 5-5 draw with the Army meant that the Navy boxing team was unbeaten in the Combined Services Championship for the first time for six years. It was only the Army's 10-0 annihilation of the R.A.F., giving them a points advantage, which denied PO Tony Oxley's squad a share in the trophy.

Rope trick!



Self-defensive hand goes up from the ringside at H.M.S. Nelson as Mne A. Toseland falls back on the ropes in a special light-heavyweight contest against LS Tex Marshall, eventual points winner, on February 6.

Picture: LA Tom Webster.

JOIN THE CLIPPERS

Young sailors are particularly encouraged to apply for selection as Navy representatives in the crew of a yacht which is to take part in the Financial Times clipper race 1975/76.

A joint services team is being entered as an adventurous training expedition under Army sponsorship. The race is in two stages — U.K. to Sydney rounding the Cape of Good Hope, and Sydney to U.K. round Cape Horn.

By arrangement with Chay Blyth, the ketch Great Britain II is to be entered with a total crew of 14 on each stage. Three of each crew will be R.N., with selection taking place into the 1975 sailing season. Early application is advisable.

Full details are given in DCI (General) T 26.

But after a tremendous season it gave the Navy lads yet another boost as they prepared for the Combined Services Individual Championships at H.M.S. Nelson gymnasium on March 5 and 6.

Navy hopes were pinned on light-welterweight Paul Kelly, light-middleweight Ted Gunning and possibly featherweight Vic Christopher for titles.

The Navy victory over the R.A.F. could have been greater, but Christopher had rejoined his ship in Gibraltar and middleweight Keith Dunn was also away.

The winners

In the Army match Navy victories went to flyweight Peter Jacobs (Intrepid), Christopher (Tiger), Kelly (Antrim), Gunning (45 Cdo), and Dunn (3 Cdo Bde), with RO Mervin Lescott and LS Tex Marshall winning special contests.

Against the R.A.F., the R.N. points were gained by Jacobs (walk-over), Kelly, welterweight Jimmy Green (Defiance), Gunning (walk-over), light-heavyweight Roy Greenacre (Seahawk), and heavyweight Tug Wilson (Excellent).

Neil's title

PO Neil Bennett, of H.M.S. Drake, became the Plymouth Command Badminton Champion when he beat App. Ko Ke (Fisgard) 15-12, 15-12 in the final. Doubles title went to App. Ridzun and App. Annuar (Fisgard), 15-12, 15-11 victors over Sub-Lieut. Hyldon and Sub-Lieut. Doggart (Manadon).



● Boat Race choice

Sub-Lieut. Mark Harris, who is finishing at Oxford this year, has been selected for the University eight to row in the Boat Race on March 29.

ON CLOUD NINE...

Lieut.-Cdr. Robin Bawtree won the Navy Squash Championship for the ninth time since 1963 when he beat R.N. team captain, Lieut. Philip Pool, in the final in Portsmouth on February 4.

Seeded Number One, Robin, of Plymouth Command and B.R.N.C. Dartmouth, beat his command team-mate from R.N.E.C. Manadon by 9-1, 2-9, 9-2, 9-7.

The champion's only anxious moment came at the start of the third game when Number Two seed Lieut. Pool having taken the second game, seemed to be establishing command.

Lieut.-Cdr. Bawtree "kept his cool," however, and overcame the temporary disadvantage with some brilliant shots.

Lieut. Pool beat title-holder Lieut.-Cdr. Burton Toft, while Lieut.-Cdr. Bawtree knocked out Mech 1 Frank Smith (H.M.S. Flite) in the semi-finals. An increased number of ratings and other ranks made up almost a third of the total entry of 55 for the championship.

Victorious volleyball!

Playing some of their best volleyball of the season, the Navy had two great wins in National League fixtures at Bracknell Sports Centre on February 1.

After playing well to beat Hemel Hempstead 3-1, the team then produced their best form to defeat the strong Oxford University side — second in the league — by three sets to two.

The R.N. men's and women's

performance in the annual Christie Miller Tournament at Melksham on January 25 were described as "heartening" by R.N. volleyball coach, PO P.T.I. Andy Gregory.

With some good attacking volleyball, the men's team disposed of Weymouth B and U.S.A.F. Upper Heyford before meeting Bristol Mikasa to decide who went forward from their pool to the semi-finals.

REVENGE

But there were three internationals in the Bristol side, who stormed home to win. Bristol won their semi-final but were beaten 3-1 by Putney Kestours in the final.

Competing in their first representative game, the R.N. women's team lost to Longleat Lions and Speedwell — the strong West Country club — and then met Bristol Mikasa women in their last pool game. The newly-formed Navy team registered a great win to gain revenge for the men.

The Royal Marines also competed in the tournament and played with their usual high degree of enthusiasm. In their match against Whitfield, both teams played so entertainingly that spectators left the other games to watch.

Soccer morale high

Contrary to normal practice the Navy played one soccer match per week during February as a final work-up for the Inter-Service Tournament this month.

Although this means that ships and establishments were denied the services of their better players, it was hoped that it would be accepted and understood in view of the importance of the tournament.

The Navy lost two and drew two matches — but the defeats were all by the odd goal scored in the closing stages. On the credit side, the players competed against first-class sides, which has clearly raised their own level of performance.

CREDIT

"I do not think I can ever remember morale and team spirit being so high," commented R.N.F.A. Secretary, Lieut.-Cdr Jack Sheppard.

"A great deal of credit for this must be due to the establishments and ships who have supported us in allowing players the time off."

"In fact the coach, C.P.O. Derek Godwin, now has a very healthy squad and may well have difficulty knowing who to leave out."

Haslar's record

Royal Naval Hospital Haslar had a record 38-4 victory over R.N.H. Stonehouse in the annual Inter-Port rugby match held at Monckton Playing Fields, Gosport on February 4.

WHEN WHAT AND WHERE

MARCH

- 8-9 Badminton: R.N. (Women) v. Mrs. Adams' Team (H.M.S. Daedalus).
- 9 Hockey: R.N. v. Old Kingstons (Hampden Wick); R.N. U19 v. Hampshire U19 (U.S. Portsmouth).
- 10-11 Badminton: Inter-Service Championships (Worthy Down).
- 11-13 Skiing: Inter-Command Championships (Glenshee).
- 12 Hockey: R.N. v. Maidenhead (Bray); Rugby: R.N. v. Civil Service (Chatham).
- 14 Basketball: R.N. Senior and Junior Knock-Out Final, H.M.S. Daedalus; Football: R.N. Youth v. Army Youth (Portsmouth).
- 15 Water Polo: Coventry Tournament (Coventry).
- 15-16 Fencing: R.N. v. Sarnia (Guernsey).
- 16 Football: R.N. Youth v. R.A.F. Youth (Portsmouth); Hockey: R.N. U19 v. Devon U19 (B.R.N.C. Dartmouth); R.N. v. Acrostics (Surrey).
- 17 Athletics: R.N. Novice Tetrathlon (Yeovilton).
- 17-19 Netball: Inter-Service Women's Championships (Sandhurst).
- 19 Football: R.N. v. Army (Portsmouth); Hockey: R.N. v. Tulse Hill (Honor Oak).
- 20 Hockey: R.N. v. Nottingham (Nottingham).
- 21 Hockey: R.N. U19 v. Leicestershire U19 (Leicester); Football: R.N. v. R.A.F. (N.A.A.F.I. Jubilee Cup).
- 22 Hockey: R.N. U19 v. John Player and Sons (Nottingham); Badminton: R.N. Women v. Hampshire (H.M.S. Daedalus).
- 23 Hockey: R.N. U19 v. Derby U19 (Chilwell).
- 24-25 Badminton: Inter-Service Women's Championships (H.M.S. Sultan).
- 26 Hockey: R.N. v. Army and R.N. U19 v. Army U19 (U.S.S.C. Portsmouth); Football: R.N. v. Army (N.A.A.F.I. Jubilee Cup).
- 27 Rugby: R.N. v. Club Athletique Beglins (Bordeaux).
- 28-31 Fencing: Leamington Tournament (Leamington).
- 28-31 Hockey: Breen H.C. Festival (Weston-super-Mare).

APRIL

- 3-4 Table Tennis: Inter-Service Women's Championships (H.M.S. Nelson).



Here are the mighty sportsmen of the assault ship H.M.S. Fearless, looking slightly windswept en route for the West Indies. The Dartmouth training ship has the proud record of being the current holder of the Fleet Squash Trophy and Maxi-Ships Hockey Cup, as well as being finalists in the current hockey, soccer, and rugby competitions.

So far, because of operational require-

ments, they have been able to play only the rugby final, which they lost to H.M.S. Hermes. The other two finals will be played after the ship's return to Devonport.

In the centre of the group, surrounded by stripe-shirted soccer players, hoop-shirted rugby players, and "quartered" hockey players, is the ship's commanding officer, Capt. J. B. Rumble.

Don't be surprised if you think you recognize some familiar faces which are normally clean-shaven. Many of the ship's company, including some of the Royal Marines Detachment, were taking part in a beard-growing competition organized during the Atlantic crossing. The contest was eventually won by the ship's sports officer, Surg. Lieut.-Cdr. Mike Roberts.

BLAKE'S BONGO BOYS

Most tourists would be happy just to look and listen, but not the Royal Navy! When LSA Tame (left) and Leading Steward Bates, of H.M.S. Blake, found this typical Thai band playing in Bangkok they borrowed the group's bongo drums and joined in the fun. The Blake was on a five-day courtesy visit to Bangkok after exercising with the Royal Thai Navy. (See "Bangkok Banyan," page 23).



Sheffield 'signs on'

As the first of the Royal Navy's Type 42 destroyers was being accepted into the Fleet, the keel was laid of number one of the Type 22 frigates.

The destroyer, H.M.S. Sheffield, was accepted into naval service at Portsmouth on February 16, the commissioning following on the 28th.

Built by Vickers at Barrow-in-Furness, she was laid down in 1970 and launched by the Queen in June 1971. Powered by gas turbines and armed with Seadart missile system and 4.5-in. Mk 8 gun, the destroyer is fitted to operate a Wasp (later Lynx) helicopter.

Five other Type 42s are at present under construction.

BROADSWORD

The frigate is the Broadsword, being built at the Scotstoun yard of Yarrow's, and the first Royal Navy ship to be specified in metric units.

Very similar in tonnage but with a slightly smaller complement than the Sheffield, the Broadsword will also have gas turbines, but the armament will consist of Exocet guided missiles, a SeaWolf missile system, and a Lynx helicopter.

Gib. run for 8,000 sailors

Sixteen warships of the Royal Navy and attendant Royal Fleet Auxiliaries visited Gibraltar over a ten-day period from February 14.

The Gibraltar call was after participation in NATO and national exercises in the Atlantic, before starting exercises in the Mediterranean.

Object of the visit to Gib. was to afford the ships an opportunity to carry out self-maintenance, and to give the 8,000 officers and men a chance to enjoy some rest and recreation between periods of busy exercise activity.

It was also a rare opportunity for a wide programme of inter-ship sports and competitions.

Admiral Sir Terence Lewin, Commander-in-Chief Fleet, made a three-day visit to his ships from February 16 to 19, flying his flag

A chief petty officer, returning from an overseas posting, became so incensed by his failure to regain possession of his own house, and by the effect on his family, that he waited until the place was empty, broke in, and took over.

The tenants' effects were put outside under a plastic

sheet. Then he phoned the police.

The tenants brought a furniture van for their belongings and departed.

The chief told Navy News that he was involved in five summonses (including illegal eviction), and fines and costs totalled £80. He said that his total financial losses amounted to nearly £500.

Repossession happened on August 5 when the agreement should have ended on June 30.

Navy News quotes the facts as given by the chief, but with the warning that people who take the law into their own hands must do so at their risk. Courts may well have little sympathy, except for the tenants.

Provided that Service landlords follow all the legal requirements, the law has not been changed by recent legislation.

It is argued, however, that official advertising may be encouraging tenants to "sit tight" when they might otherwise have honoured agreements into which they entered.

Unfortunately, Service landlords can find themselves with tenants hoping to be evicted, in order to "jump the queue" on the local authority housing list.

There is then no way out of

Chief broke into own house

this, except through the courts, who will usually give the tenants another 28 days to get out. Then there has to be an eviction order.

Meanwhile, the sailor, soldier, or airman splits his family round his relatives, and fumes. But his situation is no different from that of any other returning landlord. There are no special provisions for Service people.

Only a small number of cases affecting naval landlords have come to official notice, but this is not a clear indication of the size of the problem.

Like the chief mentioned above, landlords in difficulty could be battling it out on their

own, and indeed there is nothing the Service can do in the matter of repossession.

Any Service house-owner likely to be involved in letting his premises should read carefully DCI (General) S 5/75. If he has difficulty in seeing the DCI, he should contact the Information Office at H.M.S. Nelson, Portsmouth.

(Further correspondence received at the time of going to press will be dealt with in the next issue.)

MORE JOIN THE NAVY

More young men are joining the Royal Navy. Figures for the quarter ending December 31, just issued, show an overall recruiting increase of 39 per cent. compared with the same period of 1973.

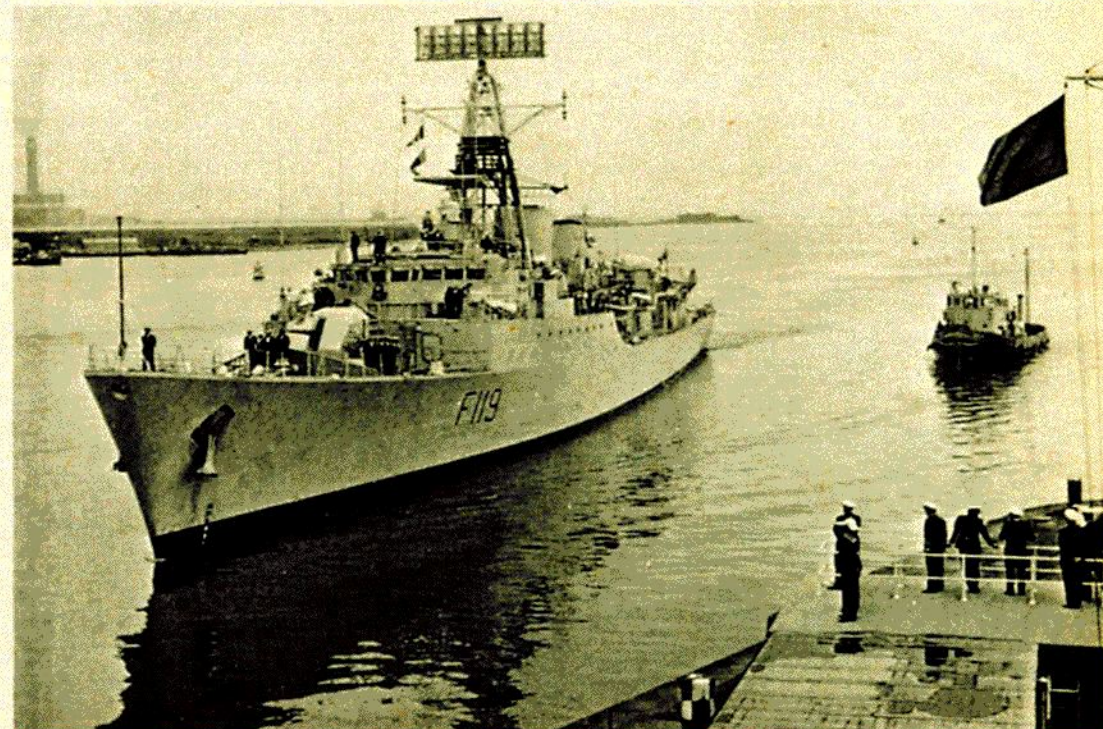
HARRIER'S YEAR?

(Continued from page 1)

Commandos to call upon, but the need to rely on supplementary vessels of the kind decided upon has given the country a stark assessment of the strength of "the grey funnel line."

The planned five new offshore protection ships will be more deep-sea trawler than gunboat, about 200 feet long, 900 tons, and with a top speed of 16 knots.

Eskimo's home



The frigate H.M.S. Eskimo arrives back in Chatham (above) leaving charities in Bermuda, Antigua, Montserrat and Dominica £1,300 richer as a result of her seven months in the West Indies.

She scored a particular success in Bermuda, where cheques for 850 dollars were handed over to the Sunshine League and to the Island's Society for the Blind.

People there will also remember her for the ship's succulent fish and chips which were a speciality of the Eskimo's money-raising Charity Fair held on board in Hamilton. It was a case of "all hands to the galley" to satisfy the demands of the long queues waiting for the British fare served in the traditional manner — wrapped in newspaper and with a liberal sprinkling of salt and vinegar.

Photo: Denise W. Sutton

QUANTOCK SCHOOL

OVER STOWEY, BRIDGWATER, SOMERSET, TA5 1HD



A happy and successful boarding school for 150 boys (fully recognised as efficient by the Department of Education and Science), stands at the edge of miles of forest in an area of outstanding natural beauty, high above and near the sea. Taunton is nearby and London just over two hours away (Heathrow Airport via Reading is about the same distance). Fees are moderate and there are no "surprises." Service grants are available; in many cases supplementary County grants. Age range: 10-18. Applicants must be of at least average intelligence and average academic attainment. The academic year begins in September.

WHAT HAS MADE OUR PARENTS INVARIABLY DELIGHTED WITH THEIR CHOICE OF SCHOOL?

- The warm, happy "family" atmosphere ("homesickness" averages less than 5%).
- The School's realistic, "modern" outlook (though the School is basically "traditional").
- Excellent teacher/pupil relationships.
- Small classes.
- CSE and GCE courses (recognised centre).
- Magnificent setting and environment; literally "miles" of space.
- "Out-of-the-ordinary" activities.
- Holiday accommodation/guardianship/airport escort, etc., whenever needed.
- Almost 100% success with boys not expected to settle in a boarding school.
- Obviously all-round first-class value for money (enquirers may contact existing parents).

DO PLEASE WRITE OR TELEPHONE (NETHER STOWEY 252 and 423), STD CODE: 027873, FOR A COPY OF THE SCHOOL PROSPECTUS.

Glamorgan's Exocet

The guided missile destroyer H.M.S. Glamorgan became the second British warship to make a successful firing of the Exocet missile system, the impressive event — which was recorded on the ship's internal TV system — taking place off Toulon.

Guidance on re-housing

With a view to improving arrangements for re-housing ex-members of the Armed Forces when they relinquish Service accommodation, the Secretary of the Environment is issuing a circular giving fresh guidance to local authorities.

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